

# The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4841

號六初月四年一十三精光

TUESDAY, MAY 9, 1905.

二拜禮

號九月五英曆

30 PER ANNUM.  
SINGLE COPY, 10 CENTS.

## Banks.

### THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.  
CAPITAL SUBSCRIBED ..... Yen 24,000,000  
CAPITAL PAID-UP ..... " 8,000,000  
CAPITAL UNCALLED ..... " 6,000,000  
RESERVE FUND ..... " 9,720,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO. LONDON.  
NAGASAKI. NEW YORK.  
LYONS. HONOLULU.  
SAN FRANCISCO. SHANGHAI.  
HANKOW. NANKING.  
TIENTSIN. LIAOWANG.  
PEKING. DALNY.  
Kobe.

LONDON BANKERS:  
THE LONDON JOINT STOCK BANK, LD.  
THE UNION OF LONDON AND  
SMITHS BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent  
per annum on the Daily Balance.  
On fixed deposits for 12 months at 5 per cent

TAKEO TAKAMICHI,

Manager.  
Hongkong, 29th March, 1905. [20]

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$10,000,000  
RESERVE FUND ..... \$1,000,000  
Sterling Reserve ..... \$1,000,000  
Silver Reserve ..... \$1,000,000  
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

H. E. TOMKINS, Esq., Chairman.  
H. A. W. SLADE, Esq., Deputy Chairman.  
E. Goetz, Esq.  
Hon. W. J. Gresson.  
A. Haupt, Esq.  
G. H. Medhurst, Esq.  
A. J. Raymond, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTRY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent

per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2½ per cent. per annum.

For 6 months, 3½ per cent. per annum.

For 12 months, 4½ per cent. per annum.

J. R. M. SMITH,

Chief Manager.  
Hongkong, 27th March, 1905. [22]

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted

by the HONGKONG AND SHANGHAI

BANKING CORPORATION. Rules may be

obtained on application.

INTEREST on deposits is allowed at 3½ per

cent. per annum.

Depositors may transfer at their option

balances of \$100 or more to the HONGKONG AND

SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION,

J. R. M. SMITH,

Chief Manager.  
Hongkong, 1st May, 1905. [23]

### THE DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL.....Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin Calcutta Hankow

Tientsin Tsingtau Tsinanfu

LONDON BANKERS:

Messrs. N. M. Rothschild & Sons,

Union of London and Smiths Bank, Ltd.

Deutsche Bank (Berlin), London Agency

Direction der DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be

learned on application. Every description of

Banking and Exchange business transacted.

M. HOMANN,

Manager.  
Hongkong, 1st April, 1905. [24]

## Insurance.

### NORTH GERMAN FIRE INSURANCE

COMPANY OF HAMBURG.

THE Underigned AGENTS of the above

Company are prepared to accept First

Class FOREIGN and CHINESE RISKS at

CURRENT RATES.

SIEMSEN & Co.

Managers.  
Hongkong, 28th March, 1905. [25]

### INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES  
IN CHINA, THE PHILIPPINE ISLANDS AND  
THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS  
AUTHORIZED.....Gold \$10,000,000  
CAPITAL PAID UP.....Gold \$3,947,200  
RESERVE FUND.....Gold \$3,947,200

HEAD OFFICE:

NEW YORK.

LONDON OFFICE:

THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:

NATIONAL PROVINCIAL BANK OF

ENGLAND, LIMITED.

UNION OF LONDON AND SMITH'S BANK, LTD.

BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE

WORLD.

THE Corporation transacts every Description

of Banking and Exchange Business, receives

Money in Current Account and accepts

Fixed Deposits at Rates which may be

ascertained on application.

CHARLES R. SCOTT,

Manager.  
20, Des Vieux Road,  
Hongkong, 18th February, 1905. [21]

### IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE

OF THE 12TH NOVEMBER, 1890

Shanghai Tael.

UNSUBSCRIBED CAPITAL ..... 5,000,000

PAID-UP CAPITAL ..... 2,500,000

Head Office—SHANGHAI.

Branches and Agencies.

CANTON. PENANG.

CHEFOO. SINGAPORE.

HANKOW. TIENTSIN.

PEKING.

THE Bank purchases and receives for collection

Bills of Exchange drawn on the above

places, and Sells Drafts and Telegraphic Trans-

fers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

On 2½ per cent. Fixed Deposits for 3 months.

On 4½ per cent. " " " 6 months.

On 5½ per cent. " " " 12 months.

E. W. RUTTER,

Manager.  
Hongkong, 6th January, 1905. [19]

### THE CHARTERED BANK OF INDIA

AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP.....£800,000

RESERVE LIABILITY OF SHARE-

HOLDERS.....£800,000

RESERVE FUND.....£800,000

INTEREST ALLOWED ON CURRENT

ACCOUNT at the Rate of 2 per cent. per

annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent

" " " 6 months, 3½ per cent

" " " 3 months, 3 per cent

T. P. COCHRANE,

Manager.  
Hongkong, 10th May, 1904. [24]

### ALL SUFFERERS

FROM

NERVOUSNESS AND GENERAL

DEBILITY

SHOULD TRY OUR

NERVINE PILLS.

THEY stimulate and brace up the system

and act also as a First-class Tonic.

IN BOTTLES.....\$1.50.

### THE PHARMACY,

56, QUEEN'S ROAD CENTRAL,

Hongkong.

Hongkong, 28th March, 1905. [43]

## Mails.

### PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON

LONDON and ANTWERP VIA  
SINGAPORE, PENANG,  
COLUMBO, PORT SAID and  
MARSEILLES

YOKOHAMA VIA SHANGHAI,  
MOJI and KOBE.

(Passing through the Island Sea).

SHANGHAI.....

LONDON, &c.....

For Further Particulars, apply to

Hongkong, 6th May, 1905.

L. S. LEWIS, Acting Superintendent.

[2]

## Intimations.

### LANE, CRAWFORD & CO.

### PIANO DEPARTMENT.

L. C. & CO. SOLE AGENTS IN HONGKONG FOR—

BRINSMEAD, STEINWAY, BROADWOOD,

COLLARD & COLLARD, CHALLEN,

DORNER, &c.

ALL Instruments imported by us are SPECIALLY SELECTED and made for this climate

—the CASES are constructed of SOLID SEASONED WOOD, and the internal mechanism

is made from the best materials only.

We have the longest experience in the Piano Trade of any dealers in the East, and are

satisfied that Pianos made at home are infinitely superior to any constructed by makers in the

East.

TUNING and REPAIRING attended to by experienced European Assistants.

LARGE STOCKS OF MUSIC AND MUSICAL INSTRUMENTS.

LANE, CRAWFORD & Co.

Hongkong, April 10th, 1905. [34]

### POTASH SULPHUR WATER

IN BOTTLES, HALF-BOTTLES AND SPLITS.



FOR STOMACH troubles and all diseases arising from excess of

URIC ACID such as Rheumatism and Rheumatic Gout consumers

are benefited by drinking the water, it being a perfect alkaline corrective.

It mixes well with Wines and Spirits without in any way destroying the

flavour.

Sole Agents for Hongkong—

CALDBECK, MACGREGOR & CO.,

15, Queen's Road.

Hongkong, 28th April, 1905. [17]

### E. C. WILKS & Co.,

CONSULTING MARINE & ELECTRICAL

ENGINEERS, SURVEYORS, ETC.

SHIPS DESIGNED, CONSTRUCTED AND SUPERVISED.

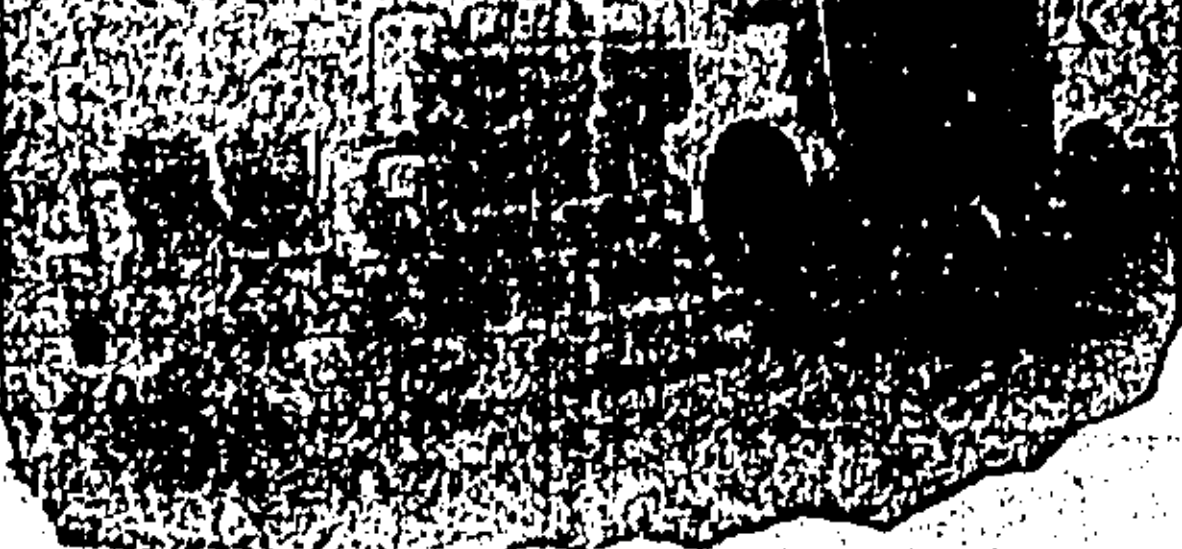
AGENTS FOR THORNCROFT'S MOTORS AND MOTOR LAUNCHES,  
RACING AND CRUISING.

### OUR MOTORS

For Reliability, Workmanship.

Durability, Lightness.

Estimates cheerfully given.



### OUR PROPELLERS

Are fitted to the Principal Racing Launches in Europe.

Designed and Finished for Highest Efficiency.

Agencies—GENERAL ELECTRIC CO.

W. H. ALLEN & SON'S ENGINEERS, BEDFORD.

H. W. JOHN'S CANADIAN ASBESTOS GOODS.

Cable Address: "MARINEWORK," Hongkong.

Telephone No. 358.

12, Beaconsfield Arcade, Hongkong.

Hongkong, 1st February, 1905. [301]

## Intimations.

### The King

among scientifically condensed foods is Bovril.  
In the smallest possible bulk Bovril has every  
virtue a true food should possess—it is nourishing  
and strengthening—it is a stimulant and a  
warmth-giver; and, besides being very appetising,  
is thoroughly digestible. Bovril is a great help  
to the cook, too.



571



### YEBISU BEER.

Per Case of 8 Dozen Pints - - - \$15.50.

Sole Agents,

H. PRICE & CO.,

12, QUEEN'S ROAD.

Hongkong, 14th March, 1905. [136]

### JOHN DEWAR SONS & Co., PERTH

### WHISKY,

Extra Special \$16.00 per case 12/1

White Label \$24.00 " " 12/1

KRUSE & Co.

SOLE AGENTS.

CONNAUGHT HOUSE,

Hongkong, 1st July, 1904. [139]

This space is reserved for

### LONG, HING & Co.,

PHOTO GOODS DEALERS,

17, QUEEN'S ROAD.

Hongkong, 18th August, 1904. [45]

### ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

GENERAL HOUSEHOLD

REQUISITES.

&c., &c., &c.

Telephone 256.

Hongkong, 6th May, 1905. [41]

### ACHEE & CO.

ESTABLISHED 1859.

DEPOT

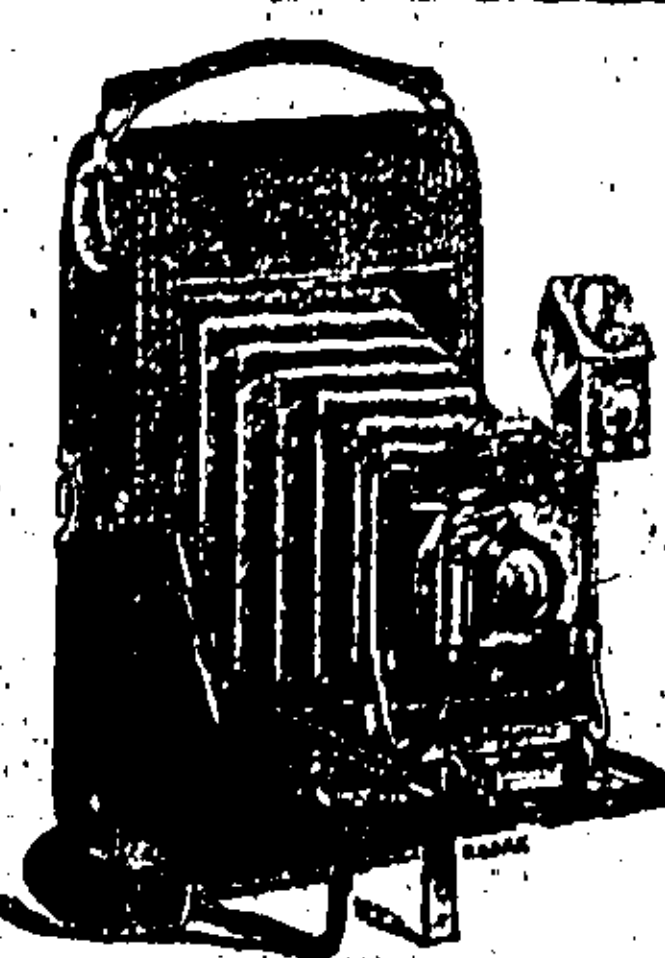
for

EASTMAN'S

KODAKS, FILMS

and

ACCESSORIES.



### HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 7th February, 1905.

A. F. DAVIES,

Acting Manager.

[20]

### MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence  
to CANTON and back to HONGKONG, will be  
found interesting and enjoyable.

WM. FARMER, Proprietor.

JAPAN

COALS.

### THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.

LONDON BRANCH—24, LIME STREET, E.C.

HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,

Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,

Yokosuka, Nagoya, Osaka, Kobe, Matsuyama, Kure, Shimonoseki, Moji, Wakamatsu,

Karatsu, Nagasaki, Kuchino, Sasebo, Miike, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C.) and "A 1" (G.O.B.).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State



## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM" ..... 2,365 tons.....Captain H. D. Jones.  
 "POWAN" ..... 2,338 "....." R. D. Thomas.  
 "FATSHAN" ..... 2,260 "....." W. A. Valentia.  
 "HANKOW" ..... 3,073 "....." C. V. Lloyd.  
 "KINSHAN" ..... 1,995 "....." J. J. Lossius.

Departures from Hongkong to Canton daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).  
 Departures from Canton to Hongkong daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).  
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" ..... 1,998 tons.....Captain W. E. Clarke.  
 Departures from Hongkong to Macao on week days about 2 P.M. (See special Summer Time-table). Departures on Sundays at Noon.  
 Departures from Macao to Hongkong daily at 8 A.M.  
 Cheap Excursions on Sundays, per S.S. "Honam," leaving Hongkong at 9 A.M., and returning from Macao at 7 P.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN" ..... 2,19 tons.....Captain T. Hamlin.  
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM" ..... 588 tons.....Captain J. Wilcox.  
 "NANNING" ..... 569 "....." C. Butchart.  
 One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8.30 A.M. calling at Yunkai, Mahoning, Kumchuk, Kait-Kong, Samshui, Howlik, Shui-Hing, Luk-Po, Luk-Tu, Lo-Ping-Kau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow.....Single \$15.00. Return \$25.00.  
 Canton to Tak-Hing.....Single \$12.50. Return \$21.00.  
 Canton to Samshui.....Single \$7.50.

## HONGKONG-WUCHOW LINE.

S.S. "LINTAN" ..... Capt. B. Branch. S.S. "SANUI" ..... Capt. H. Black.  
 Departures from Hongkong to Wuchow about three times every week, calling at Kumchuk, Samshui, Shui-Hing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.

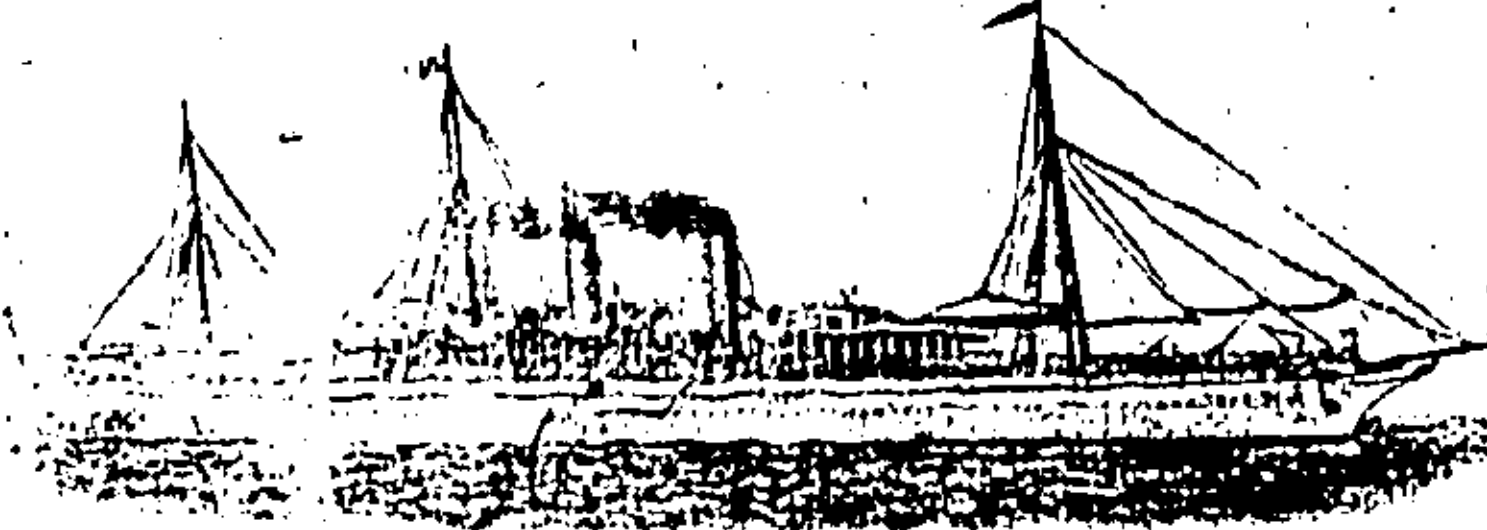
FARES:—Hongkong to Wuchow Single \$17.50. Return \$32.00. Round trip tickets to Wuchow returning via Canton or vice versa \$36.00, available for one month. Round trips to and from Wuchow take from 5 to 7 days.

## HONGKONG-KONGMOON LINE.

S.S. "TAK HING" ..... Capt. R. Biers. S.S. "HONGKONG" ..... Capt. Maxfield.  
 Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kumchuk and Kongmoon. Returning daily (Monday excepted).  
 FARES:—Hongkong to Kong Moon.....Single \$6.00  
 Hongkong to Kumchuk.....Single \$7.00

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.  
 Further particulars may be obtained at the Office of the—  
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel  
 Or of BUTTERFIELD & SWIRE,  
 Agents, CHINA NAVIGATION CO., LTD.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.  
 (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
 SAVING 1 TO 7 DAYS ACROSS THE PACIFIC.  
 PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF JAPAN" ..... 5,000 Tons..... WEDNESDAY, 10th May.  
 "ATHENIAN" ..... 2,440 "..... WEDNESDAY, 24th May.  
 "EMPERESS OF CHINA" ..... 6,000 "..... WEDNESDAY, 31st May.  
 "EMPERESS OF INDIA" ..... 6,000 "..... WEDNESDAY, 21st June.  
 "TARTAR" ..... 4,425 "..... WEDNESDAY, 5th July.

Hongkong to London, 1st Class.....\$140. 2nd Class.....\$80.  
 Hongkong to London, Intermediate on Steamers, and 1st Class Rail.....\$40. ".....\$24.

THE magnificent Twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

## HAMBURG-AMERIKA LINIE.

## OBERSTADTSCHE DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SEGOVIA.....	HAVRE, BREMEN AND HAMBURG. (Calling at SPOR, PENANG & COLOMBO).	11th May. } Freight.
C. FERD. LAEISZ von Hoff.....	HAVRE and HAMBURG. (Calling at SPOR, PENANG & COLOMBO).	12th June. } Freight.
BRISGAVIA.....	HAVRE and HAMBURG. (Calling at SPOR, PENANG & COLOMBO).	28th June. } Freight.
SITHONIA.....	HAVRE and HAMBURG. (Calling at SPOR, PENANG & COLOMBO).	12th July. } Freight.
ASILIA.....	HAVRE and HAMBURG. (Calling at SPOR, PENANG & COLOMBO).	26th July. } Freight.
NUBIA.....	NEW YORK VIA SUEZ, with liberty to call at the Malabar coast.	2nd June. } Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 9th May, 1905.

## D. NOMA, TATTOOER.

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.  
 Hongkong, 16th November, 1904.

## Details.

## IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

## EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.  
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;  
 ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.  
 Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PREUSSEN.....	WEDNESDAY, 10th May.
ROON.....	WEDNESDAY, 24th May.
BAYERN.....	WEDNESDAY, 7th June.
ZIETEN.....	WEDNESDAY, 21st June.
DARMSTADT.....	WEDNESDAY, 5th July.
SACHSEN.....	WEDNESDAY, 19th July.
SCHARNHORST.....	WEDNESDAY, 2nd August.
PRINZ HEINRICH.....	WEDNESDAY, 16th August.
PRINZ EITEL FRIEDRICH.....	WEDNESDAY, 30th August.
PREUSSEN.....	WEDNESDAY, 13th September.
ROON.....	WEDNESDAY, 27th September.
BAYERN.....	WEDNESDAY, 11th October.
GNEISENAU.....	WEDNESDAY, 25th October.
PRINZESS ALICE.....	WEDNESDAY, 8th November.
SACHSEN.....	WEDNESDAY, 22nd November.
PRINZ REGENT LUITPOLD.....	WEDNESDAY, 6th December.
PRINZ HEINRICH.....	WEDNESDAY, 20th December.

ON WEDNESDAY, the 10th day of May, 1905, at Noon, the Steamship "PREUSSEN," of the NORDDEUTSCHER LLOYD, Captain R. Dahl, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.  
 Shipping Orders will be granted till Noon, on MONDAY, the 8th May, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 9th May, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 9th May.  
 Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.  
 The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

## JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

## PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	TONS.	SAILING DATES.
PRINZ SIGISMUND.....	3,302	TUESDAY, 30th May.
WILLEHAD.....	4,761	TUESDAY, 27th June.
PRINZ WALDEMAR.....	3,227	TUESDAY, 25th July.

ON TUESDAY, the 30th May, 1905, at Noon, the Steamship PRINZ SIGISMUND, Captain D. Lenz, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

## SAILINGS OUTWARDS.

## EUROPEAN &amp; AUSTRALIAN SERVICE.

For STEAMERS ABOUT

SHANGHAI, NAGASAKI, KOBE & YOKOHAMA } BAYERN.....WEDNESDAY, 10th May.  
 SHANGHAI, NAGASAKI, KOBE & YOKOHAMA } ZIETEN.....WEDNESDAY, 24th May.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS &amp; CO., AGENTS.

Hongkong, 9th May, 1905.

## Intimations.

## HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

## TIME TABLE.

WEEK DAYS.  
 7.00 a.m. to 7.30 a.m. .... Every 30 minutes.  
 7.30 a.m. to 8.00 a.m. .... Every 10 minutes.  
 8.00 a.m. to 8.30 a.m. .... Every 15 minutes.  
 8.30 a.m. to 9.30 a.m. .... Every 10 minutes.  
 9.30 a.m. to 11.00 a.m. .... Every 15 minutes.  
 11.30 a.m. to 12.45 p.m. .... Every 15 minutes.  
 12.45 p.m. to 1.15 p.m. .... Every 15 minutes.  
 1.15 p.m. to 1.45 p.m. .... Every 15 minutes.  
 1.45 p.m. to 2.15 p.m. .... Every 15 minutes.  
 2.15 p.m. to 3.00 p.m. .... Every 15 minutes.  
 3.00 p.m. to 8.00 p.m. .... Every 15 minutes.  
 NIGHT CARS.  
 8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.  
 8.00 a.m. to 9.00 a.m. .... Every 15 minutes.  
 9.00 a.m. to 9.30 a.m. .... Every 30 minutes.  
 9.30 a.m. to 10.30 a.m. .... Every 15 minutes.  
 10.30 a.m. to 11.00 a.m. .... Every 10 minutes.  
 12.00 Noon to 1.00 p.m. .... Every 10 minutes.  
 1.00 p.m. to 5.00 p.m. .... Every 15 minutes.  
 5.00 p.m. to 8.00 p.m. .... Every 15 minutes.  
 8.00 p.m. to 8.30 p.m. .... Every 10 minutes.  
 NIGHT CARS as on Week Days.

## SUNDAYS.

Extra cars at 11.30 and 11.45 p.m.  
 SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Vaux Road Central.

JOHN D. HUMPHREYS &amp; SON, General Managers.

Hongkong, 19th December, 1904.

## THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER, 41 &amp; 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all sizes.  
 LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 16th September, 1905.

## MEE CHEUNG, PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, IN THE TAI HONG ROAD.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

## GROUPS AND VIEWS.

A speciality.

Hongkong, 17th September, 1905.

## THE WISE MAN.

BUYS A "SINGER," ITS TRUE ECONOMY.

5 YEARS' GUARANTEE.

FREE INSTRUCTION.

EASY PAYMENTS.

It's something you need.

SHOW-ROOMS:—1, WYNDHAM STREET.

Hongkong, 25th March, 1905.

## F. BLACKHEAD &amp; CO., SHIP-CHANDLERS, SAILMAKERS.

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR.

AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED PAINT.

BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES.

P. &amp; O. SPECIAL LIQUOR SCOTCH WHISKY, &amp;c.

EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES.

Hongkong, 7th March, 1905.

A FOOK &amp; Co., 12, Pottinger Street, Central.

GENERAL STOREKEEPERS, SHIP CHANDLERS AND COMMODITIES, COAL MERCHANTS AND STEVEDORES OF SIXTY YEARS' STANDING.

ALL kinds of Provisions, Coal, Water and Bulk—supply from alongside at the shortest notice and with all possible dispatch.

Moderate terms.

Orders solicited.

Hongkong, 23rd February, 1905.

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 508; General, No. 378.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1905.

[76]

C. W. MEAD, C.E., President and Shanghai Manager.  
 N. M. HOLMES, C.E., Vice-President and Hongkong Manager.  
 A. F. CARRICK, C.E., General Manager, Manila.

ORIENTAL CONSTRUCTION COMPANY, CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS, HONGKONG, SHANGHAI AND MANILA.

Cable Address: WERRICK, HONGKONG.

Railway Hydraulic Mining and Sanitary Engineering.  
 A Specialty made of Reinforced Concrete and Concrete Piles.  
 Examinations, Surveys, Reports and Estimates.  
 On all Railway or Proposed Construction Works.  
 Hongkong, 2nd February, 1905.

[208]

When you send your "boy" for

## Fresh Australian Butter

See that he gets the "Princess" brand, the best made in Australia.

The wrapper of every pat bears our name and address.

## THE MUTUAL STORES,

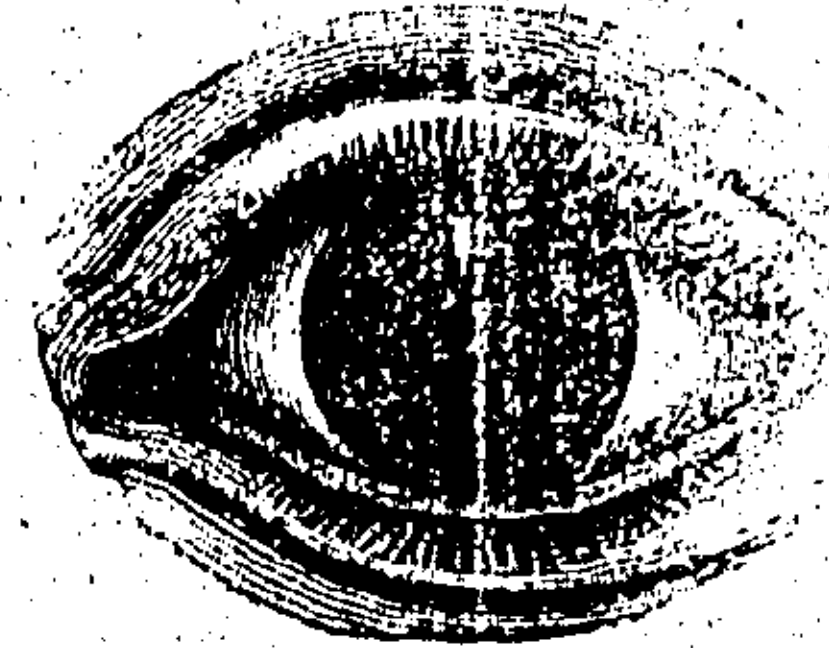
GENERAL STOREKEEPERS.

HONGKONG AND CANTON.

Hongkong, 2nd February, 1905.

[206]

## EYES



## RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN.

10, D'AGUIAR STREET, HONGKONG.

(One Minute's Walk from the Post Office).

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.  
 LONDON, CALCUTTA, SHANGHAI,  
 21, John Street, Bedford Row, W.C. 59, Bedford Street. 566, Nanking Road  
 Hongkong, 24th March, 1904.

[40]

## Hotels.

## HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &amp;c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[28]

FOR HOTEL COMFORT AND THE BEST BILLIARDS

GO TO THE

## KOWLOON HOTEL.

KOWLOON. J. W. OSBORNE, Proprietor and Manager.

## OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904.

[27]

## AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars and Cuffs renewed on old ones.  
 Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 23rd April, 1904.



## Intimation.

**WM. POWELL,**  
LIMITED.

—ALEXANDRA BUILDINGS—

FURNISHING  
DEPARTMENT,  
(FIRST FLOOR BY LIFT.)

NEW  
LACE  
AND  
MUSLIN  
CURTAINS.

DAINTY  
UPHOLSTERING  
AND  
ART FABRICS.

LAMP  
SHADES!!!  
CANDLE  
SHADES!!!

ELECTRIC-  
LIGHT  
SHADES!!!

DAINTY  
AND  
ELEGANT,  
Prices from 50 cts. to \$27.50 each.

A Splendid Variety of  
**CROCKERY,**  
comprising  
TOILET SETS,  
DINNER SERVICES  
JUGS,  
CUPS & SAUCERS  
&c., &c.

and  
A Selection of  
DAINTY GLASS  
FLOWER  
VASES.  
&c., &c., &c.

**Wm. POWELL, Ltd.**  
HONGKONG.

Hongkong, 8th May, 1905.

## Notice of Firm.

NOTICE.  
WE have authorized Mr. FREDERICK  
SALINGER to Sign our Firm from  
this date.

REISS & Co.  
Hongkong, 5th May, 1905.

## Auctions.

## PUBLIC AUCTION.

THE Undersigned have received instructions  
to sell by  
PUBLIC AUCTION,  
FOR ACCOUNT OF THE CONCERNED,  
on  
FRIDAY AND SATURDAY,  
the 12th and 13th May, 1905, commencing each  
day at 2 P.M. sharp,  
at their Sales Rooms, No. 8, Des Vaux Road,  
corner of Ice House Street,  
A VERY FINE COLLECTION OF  
JAPANESE CURIOS & WORKS OF ART,  
Comprising—  
SILK-EMBROIDERED PALACE  
and FEMME HANGINGS, BED COVERS,  
CUSHIONS, Very Fine SATSUMA TEA  
SETS, VASES, WAL PLATES, INCENSE  
BURNERS, BRONZE and BRASS VASES,  
SILK-EMBROIDERED SCREENS, GOLD  
and SILVER CLOISONNE WARE, IVORY  
CARVINGS, GOLD LACQUERED CABI-  
NET, &c., &c., &c.  
Catalogues will be issued.  
TERMS:—As usual.

HUGHES & HUGHES,  
Auctioneers.  
Hongkong, 5th May, 1905.

## PUBLIC AUCTION.

BY ORDER OF THE MORTGAGEE,  
of  
VALUABLE LEASEHOLD PROPERTY,  
situate at Caine Road, Victoria, Hongkong,  
ON  
FRIDAY,  
the 12th May, 1905, at 3 P.M.,  
BY  
MR. GEO. P. LAMBERT, Auctioneer,  
at his Sales Rooms, Duddell Street.

THE Premises are Registered in the Land  
Office as Section A of Inland Lot No. 423  
and Section A of Inland Lot No. 523 with the  
Messuage and Buildings thereon, known as  
"DINDER," No. 51, Caine Road, and contain  
in the whole 29,138 square feet, and are held  
from the Crown for the residue of the respec-  
tive terms of 99 years. Annual Crown  
Rent \$76.65.

For further particulars and conditions of  
sale, apply to—

EWEN & HARTON,  
Solicitors for the Mortgagee,  
or to  
GEO. P. LAMBERT,  
Auctioneer.  
Hongkong, 5th May, 1905.



## GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of  
the letting by Public Auction Sale, to be  
held on MONDAY, the 5th day of May,  
1905, at 3 P.M., at the Office of the Public  
Works Department, by Order of His Excellency  
the Governor, of One Lot of CROWN  
LAND abutting Conduit Road, in the Colony  
of Hongkong, for a term of 75 years, com-  
mencing from 10th July, 1907.

## PARTICULARS OF THE LOT.

No. of Lot	Boundary Measurements	Area in Square Feet	Annual Rent	Upset Price
1	ft. ft. ft. ft. ft.	8,508	60	1,285
2	ft. ft. ft. ft. ft.	8,508	60	1,285

Hongkong, 6th May, 1905.

## Intimations.

## CAFE WEISMANN.

THE Public are invited to pay a visit to  
our new  
TIFFIN ROOMS.

The only place of its kind in Hongkong.

## A VERITABLE FAIRY LAND.

REAL GERMAN PASS BEER ON  
DRAUGHT.

Entrance—  
No. 1A, WYNDHAM STREET.  
Hongkong, 22nd April, 1905.

## LEVY HERMANOS.

DIAMOND JEWELLERY, JEWEL  
LERS AND WATCHMAKERS.

ESTABLISHED  
KODAKS and FILMS.

Sole Agents for "OMEGA" WATCHES.  
"OMEGA" is the best, "THREE YEARS"  
guarantee given to every purchaser.

40, QUEEN'S ROAD,  
Watson's Building.

## NOTICE.

THE Public are hereby informed that no  
change has been made in the Rates of  
Subscription to the *Hongkong Telegraph* and  
they are warned against paying more than  
TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,  
*Hongkong Telegraph Co., Ltd.*  
Hongkong, 5th September, 1905.

## DRUMS AND DRUMMERS.

To many people the idea of the drum as a  
musical instrument may sound incongruous,  
but, as Mr. W. D. Robertson tells us in the  
April number of Cassell's Magazine, the older  
composers used timpani in pairs, generally  
tuned to tonic and dominant; but Meyerbeer  
(himself a timpanist) constantly wrote for  
three, and in his opera *Robert le Diable* used  
four, and gave to them a fascinating little  
melody. Modern composers generally write  
for three, and, moreover, use them to produce  
different effects. Whereas these instruments  
were formerly used merely to enforce the forte,  
they are now much more effectively employed  
for orchestral colour and atmosphere and deli-  
cate nuances. Occasionally they have been  
used as solo instruments. Beethoven has  
thus treated them in several instances in  
his symphonies, and Julius Tausch, formerly  
Capellmeister of Dusseldorf, wrote a solo in  
which he used six timpani and allotted to  
them the melody, the orchestra making the ac-  
companiment. This was played by Mr. Gabriel  
Cleather at the Crystal Palace with Sir August  
Mann's orchestra in 1885, and created no little  
surprise in the musical world, as it furnished a prac-  
tical illustration of the greater use that may be  
made of these instruments under capable and  
artistic treatment. At an anniversary of the  
battle of Trafalgar, Sims Reeves was singing  
the "Death of Nelson" before a distinguished  
gathering of ladies and gentlemen on the old  
Victory at Portsmouth. He was stationed as  
nearly as possible on the spot where the great  
Admiral died, and everything was done to make  
the performance profoundly impressive. When  
this song is rendered with orchestral accompani-  
ment, the bass drum comes in with a most effective  
crash at the words, "At last the fatal shot,"  
the tenderest passage in the piece. There was  
no accompaniment at all on this occasion, but a  
midshipman just at the musical moment heaved  
an iron canister down the main hatchway, and  
created a sensation that bordered on panic.  
That improvised drum-effect would have been  
better left out, as happened with a different  
result to another drum-effect. This was at a  
provincial festival in the north. Included in the  
programme was the Andante of Haydn's "Sur-  
prise Symphony," in which the drum has occa-  
sionally only one note to play, and that note  
constitutes the surprise. For such an important  
note—a note on which the success or failure of  
the whole piece hangs—it was decided that no  
local drummer would do. The reputation of  
the whole festival depended upon that note  
being properly struck and in time, and the only  
man to whose care it could be entrusted was  
Sir Michael Costa's celebrated drummer, Robert  
Seymour. Seymour's fee, beside his railway  
fare, was £5. The money was paid and the  
piece went on; but at the critical moment the  
drum was silent. It was the most surprising  
"Surprise Symphony" that had ever been  
rendered.

ALIENS AS PROFESSIONAL  
IMMIGRANTS.

A well-known figure in the commercial life  
of a provincial city is an alien who thrice failed  
disastrously to get a foothold in this country  
(says the writer of an article entitled, "Aliens  
as Professional Immigrants," in *Cassell's  
Saturday Journal* for April). Of German  
nationality, he first reached England from his  
country, via New York, landing at Liverpool  
a pitiable object—dirty, unshorn, and bearing  
abundant evidences of having worked his  
passage here in a cattle boat. England proving  
a nut he could not crack, he was sent home by  
a wealthy compatriot. In less than three  
months he was back again, and for some time  
afterwards subsisted on charity. Again he  
was repatriated, with the same result as be-  
fore; and then again this time with a stern  
warning that he would get no further help.  
But for all that he turned up once more, and,  
obtaining secretarial work, eventually married  
a wealthy Englishwoman, with whose money  
he founded a large and prosperous business.  
This is not a very creditable career, but it is  
positively brilliant in comparison with that of  
the average foreigner of the come-and-go  
variety—the alien who is repatriated again and  
again at the expense of his own or of the  
general community. He is a familiar type  
in Allen-Land, and at best his virtues  
are of the negative kind. Even a police-  
court attorney would find it difficult to say  
much in his favour. Hordes of aliens of  
this kind are well-known to the officials of  
societies which succour distressed foreigners.  
These gentlemen are also familiar with many  
men who, while neither criminals nor beggars,  
are of so roving a disposition that they want  
to be constantly crossing the Channel or the North  
Sea. To check this emigration, it is a rule of  
some of such societies not to assist an alien  
back to his own country a second time, while  
very seldom will one of these bodies send a man  
home oftener than twice. That were to put a  
premium on shiftlessness. No small proportion  
of the come-and-go class that societies deal  
with approximate more or less closely to those  
English mechanics who are never at home  
except when they are on tramp. A German  
master baker recently told the writer that he  
knew a journeyman in his own trade who  
pretty well divided his time between London  
and Berlin. On one occasion this man threw  
up on the spur of the moment a good situation  
in London, and then instantly set about raising  
funds to get back to Germany. As he had al-  
ready "played up" the various philanthropic  
agencies, he did not attempt to induce them to  
assist him, but begged in the street from every-  
body whom he met, and in about eight days he  
actually got sufficient to take him to his native  
land. He came back, however. Two months  
later he was parading London again.

AN ANECDOTE OF THE  
"MIMING FROM DIVINE."

Mr. Robert Koch, the celebrated bacteri-  
ologist of Germany, once told a story which  
only indirectly refers to science, but which is  
worth repeating if only to show how the scienti-  
fic mind does not preclude a sense of humour.  
A young friend of mine (says a writer in the  
*Penny Magazine*), who was studying for the  
medical profession, was on his way to Berlin to  
study under Koch. When I arrived in Berlin  
some months later, my friend introduced me  
to the great doctor, and it was at that first  
meeting that he told me this tale: "Some in-  
defatigable English and American women in  
China," he said, "have organised what they  
call a 'Natural Feet Society' for the purpose of  
exerting moral and intellectual suasion against  
the Chinese practice of compressing girls' feet.  
And the moral and intellectual argument used  
by the Chinese in opposition is exceedingly  
amusing. For example, a Chinese gentleman  
here in Berlin, a member of the Chinese Em-  
bassy, a college graduate and a most charming  
fellow, presented me with a silken shoe so tiny  
that no healthy European baby—not even a  
girl baby—could possibly get it on. Yet my  
Chinese friend told me that the shoe fitted his  
sister's foot perfectly, and that his sister was  
exactly sweet sixteen. 'I'm charmed with  
your gift,' I said to him; 'but it would be a  
good thing for your country-women if that  
'Natural Feet Society' could get a foothold.' For  
some minutes the young Chinaman made  
no answer. Then he picked up a women's  
magazine that lay on the table, and, turning to  
the portrait of a society girl, said: 'I'm charm-  
ed with your gift of logic, but it would be a  
good thing for your country-women if my  
people over here would form a 'Natural Waist  
Society,' and teach your girls that a small foot  
is a very much more comfortable thing than a  
small waist.'"

## COMMERCIAL.

## TO-DAY'S EXCHANGE.

Selling.		Buying.	
London—Bank T.T.	100 to 7/16	4 months' sight L/C	1/10 1/2
Do. Demand	100 to 1/10 1/2	6 months' sight L/C	1/10 1/2
Do. 4 months' sight	100 to 1/10 1/2	30 days' sight San Francisco & New York	46 1/2
France—Bank T.T.	100 to 2/35	4 months' sight do.	46 1/2
America—Bank T.T.	100 to 45 1/2	30 days' sight Sydney and Melbourne	1/11
Germany—Bank T.T.	100 to 1/9 1/2	4 months' sight France	2/39
India T.T.	100 to 1/40 1/2	6 months' sight do.	2/40 1/2
Do. Demand	100 to 1/40 1/2	4 months' sight Germany	1/66
Shanghai—Bank T.T.	100 to 7/11	Bar Silver	1/64
Japan—Bank T.T.	100 to 92	Bank of England rate	3 1/2
Sava—Bank T.T.	100 to 1/12 1/2		

## GUM QUOTATIONS.

To-day's quotations are as follow:—		Per picul
Malwa New	100 to 1,150	
" Old	100 to 1,230	
" Older	100 to 1,280	
" Oldest	100 to 1,350	
Patna New	100 to 1,130	
Reserve New	100 to 1,100	
Persian (Paper)	100 to 1,270/10	

## Intimations.

BELL'S ASBESTOS EASTERN AGENCY,  
LIMITED.

A BRANCH REGISTER OF MEMBERS  
of this Company, on the EASTERN  
REGISTER has this day been established  
under The Companies (Colonial Register) Act  
1883 and will be kept at the Office of the  
Undersigned who are duly authorised to ex-  
ercise all the powers of the Directors of the Com-  
pany in relation to transfer of Shares entered  
in such branch register.

Dated this First day of May, 1905.  
[54] BRADLEY & Co.

## THE REAL THING AT LAST.

FUSSELL'S PURE RICH THICK  
CREAM which, by the bye, is always  
known by the "GOLDEN BUTTERFLY"  
on the tin, keeps excellently anywhere and  
everywhere. When opened, it is as fresh and  
sweet as though it had just been skimmed from  
the freshest dairy milk.

Nothing but praise has been received from  
those who have had it.

NO PRESERVATIVE OF ANY KIND IS USED.

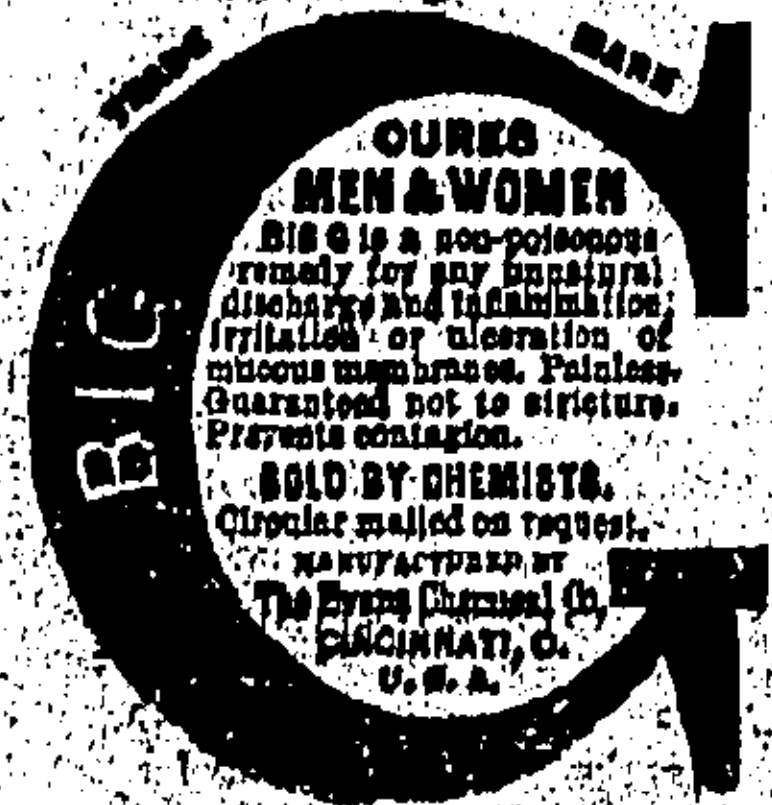
THIS IS ABSOLUTELY GUARANTEED.

Fuller particulars, prices, booklets and  
samples on application.

SOLE AGENT:—

H. RUTTONJEE,  
5, D'Almeida Street, Hongkong.  
37, Elgin Road, Kowloon.

Hongkong, 19th April, 1905.



## Intimations.

## WHAT IT WILL DO.

A woman buys a sewing machine for what it  
will do; not as an article of furniture. A man  
carries a watch to tell him the time; not as an  
ornament of surplus capital. The same  
principle when one is ill. We want the medi-  
cine or the treatment which will relieve and  
cure. The friend in need must be a friend  
indeed—something, or somebody, with a  
reputation, with a good record, with a history  
that justifies our confidence. There should be  
no guesswork in treating disease. People have  
the right to know what a medicine is, and what  
it will do, before they take it. It must have  
behind it an open record of benefit to others  
for the same diseases—a series of cures that  
proves its merit and inspires confidence. It  
is because it has such a record that

## WAMPOL'S PREPARATION

is bought and used without hesitation or doubt.  
Its Good Name is the solid basis for the faith  
the people have in it; and a good name has to  
be earned by good deeds. For the purposes  
for which it is commended it is honest, true and  
practical. It does what you have a right to  
expect it to do. It is palatable as honey and  
contains all the nutritive and curative properties  
of Pure Cod Liver Oil, combined with the  
Compound Syrup of Hypophosphites and the  
Extracts of Malt and Wild Cherry. In Scrofula,  
Anemia, Nervous and General Debility, In-  
fluenza, Blood Impurities and Wasting Com-  
plaints, it is to be thoroughly relied upon. Dr.  
J. L. Carrick says: "I have had remarkable  
success with it in the treatment of Consumption,  
Chronic Bronchitis, Catarrh and Scrofulous  
Affections. It is of special value in nervous  
prostration and depraved nutrition; stimulates  
the appetite and the digestion, promotes  
assimilation, and enters directly into the  
circulation with the food. I consider it a mar-  
velous success in medicine." Every dose  
effective. "You cannot be disappointed in it."  
Sold by chemists.

## PRAVA EAST RECLAMATION.

MARINE LOT OWNERS interested in  
the above are invited to attend a  
MEETING to be held in the old Chamber of  
Commerce Room, City Hall, on SATURDAY  
NEXT, the 13th instant, at 3 o'clock P.M.

C. P. CHATER.

Hongkong, 8th May, 1905.

## WANTED.

FOR a GERMAN GENTLEMAN in  
English Family Board and Residence.  
Apply to—

"A. S."

C/o Hongkong Telegraph.  
Hongkong, 29th April, 1905.

## CANTON DISTRICT.

## LOCAL NOTICE TO MARINERS.

No. 72.

{ Removal of the Tai-shhek Barrier,  
Back Reach.

NOTICE is hereby given that the Steam  
Dredger "CANTON RIVER" will  
commence work at the TAI-SHEK BARRIER  
on or about the 14th inst.

Masters of vessels should continue to na-  
vigate the Old Channel until further notice, allow  
down when approaching the Barrier and pass  
only at such a rate of speed as is compatible  
with safety.

Dredging operations will be commenced at  
a position 400 feet to the South of the present  
Beacons.

The Dredger will exhibit by night the usual  
lights of a vessel at anchor, i.e., a white  
anchor light forward and a stern light.

J. HOWELL MAY,  
Harbour Master.

Approved:  
F. J. MAYERS,  
Acting Commissioner of Customs.

Custom House,  
Canton, 3rd May, 1905.

## TUBORG BEER.

A FIRST CLASS PILSENER BEER  
guaranteed free from Salicylic Acid,  
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)  
or 6 doz. pints.

Special Prices for Quantities  
Sole Agents—  
SIEMSEN & CO.

Hongkong, 10th January, 1905.

## FURNITURE WAREHOUSE.

LI KWONG LOONG,

CABINET-MAKER AND ART DECORATOR,  
from Shanghai, has opened a  
FURNITURE STORE

at  
No. 45, DES VEAUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE  
of every description can be made to  
order in any design required.

Has been patronised by the Hongkong Club,  
Hongkong Hotel, Messrs. A. S. Watson & Co.,  
Ld., Joint Telegraphs Co., and other leading  
Establishments in the Colony, to whom refer-  
ence may be made as to the Superior Work-  
manship and Materials of the Furniture, &c.,  
supplied.

Messrs. A. S. Watson & Co., Ltd. write as  
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"We have pleasure in stating that Mr. LI  
KWONG LOONG furnished the Annex to  
our Dispensary and gave us every satisfac-  
tion."

(Sd.) A. S. WATSON & Co., Ltd.  
ORDERS punctually attended to, and  
CHARGES most moderate.

AN INSPECTION INVITED.  
Hongkong, 6th December, 1904.

## Intimations.

THE GREEN ISLAND CEMENT  
COMPANY, LIMITED.

## FINAL NOTICE.

ALL SHAREHOLDERS who were entitled  
to a proportion of the NEW ISSUE  
and who have not applied for such must apply  
immediately.

Interest will be charged at the rate of Twelve  
per cent. per annum on \$10, the amount pay-  
able in respect of each Share from the 31st day  
of March, 1905.

No Application will be received after the  
31st day of May next.

SHEWAN, TOMES & Co.,  
General Managers.  
Hongkong, 26th April, 1905.



THIS DWARF RAZOR has superseded  
the old fashioned clumsy Razor and by  
its use Shaving becomes a pleasure. It is  
manufactured in Sheffield, England, from a  
special amalgam of steel which makes imita-  
tion impossible, and in consequence it enjoys  
the largest sale of any Razor in the World.  
Thousands of Testimonials testify that the  
little "MAB" is the finest shaving implement  
ever produced.

Will be mailed to any address on receipt of  
the price (\$2); post free.

To be obtained from THE MUTUAL STORES,  
WATKINS, LIMITED, and all first-class stores  
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Sole Agents for Far East, HOWARD & Co.,  
29, Des Vaux Road, Central, Hongkong.  
Agents wanted in every port.

For particulars and terms, apply to—  
HOWARD & Co.  
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ESPECIAL OLD TOM GIN.

Marshall and  
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DOUBLY DISTILLED  
AND OF  
MATURED AGE.

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Hongkong, 11th May, 1904.

THE WINE GROWERS  
SUPPLY CO.



BARRETTO & Co.,

General Agents, Hongkong.

## GUINNESS'S STOUT.

"THE CELEBRATED PIG BRAND  
STOUT"

is the Finest Bottling of Guinness's Stout.

"THE CELEBRATED PIG BRAND  
STOUT"

is the very Finest Stout brewed by Messrs. A. Guinness, Son & Co., Dublin.

"THE CELEBRATED PIG BRAND  
STOUT"

is not medicated nor chemicalized.

"THE CELEBRATED PIG BRAND  
STOUT"

Consumers wishing to drink perfectly pure  
Stout of the very finest quality should  
drink Pig Brand Stout.

"THE CELEBRATED PIG BRAND  
STOUT"

Pig Brand Stout is better bottled, better packed,  
and has stronger packages than its rivals.

"THE CELEBRATED PIG BRAND  
STOUT"

Pig Brand Stout gently assists digestion.

"THE CELEBRATED PIG BRAND  
STOUT"

Pig Brand Stout is a food as well as a drink.

"THE CELEBRATED PIG BRAND  
STOUT"

Pig Brand Stout may be recommended by  
medical men to their most delicate patients.

"THE CELEBRATED PIG BRAND  
STOUT"

Pig Brand Stout has been celebrated for thirty  
years in the leading Colonial and  
Foreign Markets.

"THE CELEBRATED PIG BRAND  
STOUT"



# Announcements.

**A. S. WATSON & CO.,**  
LIMITED.

ESTABLISHED A.D.  
1841.

**WINE AND SPIRIT**  
**MERCHANTS.**

ALEXANDRA BUILDINGS.

**WATSON'S**  
**CELEBRATED**

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BLEND

**A WHISKY**

OF

**GREAT AGE**  
**MATURE,**  
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**FINE FLAVOUR.**

A Blend of the Finest Pure Malt

Whiskies Distilled in Scotland.

ALEXANDRA BUILDINGS.

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Hongkong, 1st April, 1905.

*Gregory*

**WINE**

AND

**SPIRIT MERCHANTS,**

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FIRST FLOOR,

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## BURGUNDIES.

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Nuits	815.60
Macon	15.60
Beaune Ordinary	18.00
Do. Superieur	21.75
Volnay	23.40
Do. Superieur	27.00
Pommard	33.60
Chambertin	38.70
Clos Vougeot	47.70
Greve enfant Jesus	54.00
Sparkling Burgundy	24.30
Sparkling Pommard	39.60
Sparkling Chambertin	48.60

N.B.—All our Wines and Spirits are bottled at home, thereby ensuring to our Customers all the advantages accruing from bottling done at home under the direct supervision of the Growers and Distillers as compared to bottling done in China by Chinamen at the service of European Firms.

Hongkong, 27th December, 1904.

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The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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The postage on the weekly issue to any part of the world is 40 cents per quarter.  
Single Copies, Daily, ten cents; Weekly, twenty-five cents.

### BIRTH.

On the 3rd May, at Shanghai, the wife of S. HERZBERG of a son.

### DEATHS.

On the 23rd April, at Liangyang, Manchuria, ETHEL MARGARET COMBS, wife of Dr. A. Macdonald Westwater.

At Singapore, on the 29th April, EDWARD WILLIAM KLINE, aged 32 years.

On his 17th birthday, at 35 Croydon Grove, Croydon, on the 4th inst., KENNETH GEORGE SUTHERLAND, eldest son of Angus Sutherland, late of the Govt. Survey Dept., Singapore and Penang.

## The Hongkong Telegraph

HONGKONG, TUESDAY, MAY 9, 1905.

### THE CRIMEA AND MANCHURIA.

Those whose knowledge of modern history has not grown rusty by long association with everyday commercial affairs may have remarked the many obvious points of resemblance between the genesis of the great struggle of half a century ago and that of which Russia and Japan are in the midst to-day. If such be the case they will likewise not have failed to notice the strong general likeness in the conditions of the conflict. The campaign in the Crimea inflicted the minimum of disturbance upon mankind, while the present strife between the Western and the Eastern Powers, however desperate, it has been and however prolonged it may prove, is interfering as little as might be expected with the progress and happiness of the world at large. The harm which the belligerents can do one to the other is practically confined to their fightingmen, for it is impossible for either side to strike at the heart of the other. Whatever success may attend the advent of the armada in the China Sea it does not seem likely that the troops of the Tsar will ever be in the vicinity of Tokio, and it is equally improbable that the Mikado's armies will sweep across to the Russian capital. The war is one of endurance with financial staying power the most important factor in the termination of the struggle, and in this respect it appears to have been generally assumed that Russia must outlast Japan. But when one realises that, although the revenues of the former are vastly greater than those of the latter, her expenses are proportionally greater that conclusion can scarcely be said to be sound. It was the constant drain on her resources that brought Russia down in 1854, when England was just beginning to feel strong enough to do some real damage in the field, and would have done it if France, for reasons of her own, had not been so anxious for peace. Then as now the Russians departed from their usual practice and landed themselves in trouble from not being able to believe that their opponents could be in earnest. Indeed the analogy between fifty years ago and to-day is remarkable as can be further illustrated by quoting the words in which Hamley sums up the results of the Crimean campaign. "For a whole generation," he says, "the world continued to have the benefit of the war in the enforced quiescence of Russia. Her wounds were too deep to permit her during that time to attempt measures of aggression, or to indulge a desire to disturb the peace of the world. And this result proved that the point of attack upon her had been rightly and fortunately selected. The small proportion of coast line she exposes to the descent of an invader, the immense distances from the extremities to the heart of the Empire, the scarcity of roads, the rigours of the climate, all rendered the attack of the Western Powers upon Russia, a nearly insoluble problem. But, on the other hand, when once she had resolved to bring all her resources and all her might to bear on the defence of Sebastopol, these conditions turned against her and rendered her course absolutely ruinous. Her troops were obliged to traverse enormous spaces to reach the point of conflict, the length and bad condition of the lines of communication rendered the supply of the Army difficult and extravagantly costly, the winter brought untold losses to the columns moving through mud and snow and exposed to piercing winds. The regulations for supplies and transport

disorganised Southern Russia and ruined its husbandry. Every failure on the part of the Allies, every gleam of hope which induced Russia to send fresh reinforcements to the Crimea only served to prolong the terrible stress which was exhausting her. Such words were written concerning the war of just over fifty years ago, and if applied to the operations in Manchuria since the commencement of the conflict with Japan adequately express the condition of affairs which have existed there for months past.

### LOCAL AND GENERAL.

RUSSIAN prisoners now in Japan, according to official investigations made on April 26, number 62,190 including 913 officers.

THE rails having been laid from Seoul to Wiju the railway between Seoul and Wiju is open to traffic along the whole line.

A LIGHT draft motor boat, built for commercial purposes, will go on a trial trip from Messrs. W. S. Bailey & Co.'s yard, at Kowloon, on Thursday afternoon next.

THE R. I. M. S. *Duffin* arrived from the North to-day. The vessel will proceed direct from here to Bombay, and will not call at Singapore, Rangoon or Calcutta.

THE forty-fifth case of plague since the beginning of the year has now been notified, a Chinaman, of New Street, having been reported since noon of yesterday to be suffering from the disease.

GOVERNMENT employees in Man'ia using the street cars at government expense must ride second class. The municipal board has decided in favour of the straight 'left' cent Conant fare, for official purposes.

THE Governor of Chekiang, Nien Chu-kuei, has sent five hundred Mexican dollars to Rev. Kennedy in connection with the attack on his mission at Yuhuan-hsien as medical expenses, but the amount of indemnity has not been decided on.

THE "Echo de Paris" announced last month that the French armoured cruiser *Montcalm*, flying the flag of Admiral Bayle, commander of the Far Eastern squadron, struck on a rock in the Bay of Along, Saigon, but without sustaining serious damage.

THE following is the return of visitors to the City Hall Library and Museum for the week ending the 7th May, 1905.

	Library	Museum
Non-Chinese	295	119
Chinese	92	1,717
Total	387	1,836

THE *Japan Herald* understands that two of the public institutions of Yokohama are considering the advisability of having a regular supply of frozen meat from Australia and New Zealand. If the scheme is found to be practicable it is proposed to allow the public to share in the undertaking, by supplying the meat retail at lower prices than it is at present obtainable.

THE General Officer Commanding inspected the 12th Baluchis on Whitfield Barracks Parade Ground at 9.30 this morning, and expressed himself as well pleased with the appearance of the men. There was no march past, and the men were soon dismissed. At the same time he presented the 3rd Class Order of Merit to a Native Officer of the 11th Infantry for gallant services in action at Uganda.

ON Sunday night a woman, well-known about the town, was ejected from a hotel, for being drunk and disorderly, and as she continued her disorderly conduct outside, she was removed to the lock-up, to await her trial before the Magistrate this morning. She died, however, last night in the Government Civil Hospital to which she had been removed earlier in the day, as she showed every sign, when in the police cell, of suffering from something more serious than the results of a drunken rout.

THE following telegraphic information dated 1st inst. has been received from the Sumatra Director and Manager of the Maatschappij tot Mijnschouwen Landbouwexploitatie in Langkat, Ld.:

Daily aggregate output of Crude Petroleum..... 81,000  
Crude Petroleum in Tanks at date..... 100,000  
Cases.

Kerosene made since the date of the preceding 4-monthly telegram..... 79,000  
Kerosene shipped since the date of the preceding half-monthly telegram..... 130,000  
Kerosene in stock at Refinery at date..... 61,000

A DETERMINED house-breaker is Ng Fong, but he will be safely kept out of mischief for a while, and looked after by a paternal government, for he has house-broken once too often. It appears that on the 1st inst., a Chinaman's house, No. 14, Moon Street, Wanchai, was broken into, and clothing stolen, and while the police were making search for the culprit there only appearing to be one—a report was made that another house, No. 18, Irving Street, East Point, had been broken into and a valuable lot of clothing stolen. Ng Fong was arrested on suspicion, and in his possession was found part of the proceeds of both robberies. This morning Ng was placed before Mr. Hazzard, who promptly sent him to one month's hard labour on each count.

### THE BALTIC FLEET.

WITH THE RUSSIAN ADMIRAL IN KAMRAH BAY.

There arrived in harbour late last evening a weather-stained steamer which had every appearance of having tramped the ocean for many a long day. Her hull was thick with rust which had eaten into the plates and the upper part of the ship was badly in need of paint. She was the German steamer *Neunmuller* which left Cardiff with coals early in the year and subsequently put into Kamrahn Bay where she met the ships of the Baltic Fleet and after discharging her cargo came across to Hongkong. But very little additional information was gleaned by a visit aboard, the officers being very reticent concerning what they saw or heard, but were certainly positive that the Fleet was ready to meet Admiral Togo whenever that great naval officer put in an appearance. When the steamer left the bay early on the morning of the 5th inst. Capt. Fischer counted forty-five vessels in the neighbourhood, of which about twenty were warships. His steamer left there on Friday morning and came across to Hongkong.

This morning another rusty-hulled ship the *Princk* of Hamburg, crept into port flying the German flag. She had been on a similar mission having left Newport on the 18th January last with a cargo of coal. She came away to the Far East and discharged a portion of the cargo at Kamrahn Bay and the remainder in Honkoku Bay. On leaving the former Bay she noticed seven warships and seven transports at anchor and upon arriving some fifty miles farther up the Annam coast met other ships of the Baltic Squadron. The chief officer told a representative of this paper, soon after the ship steamed into port, that the Russian vessels were ready for sea when he left, and from what he saw in Honkoku Bay he should not be at all surprised to learn that the Fleet was by this time at sea.

### JAPANESE CRUISER SIGHTED.

Captain Robson of the s.s. *Haiman*, from Swatow, reports that he saw a Japanese cruiser in Amoy on Friday, the 5th inst.

### A HONGKONG GUNARD.

When the Baltic Fleet was in the Malacca Straits Reut's Agency in London was informed that any movements of the vessels of the British Chinese squadron from Hongkong had been made in the ordinary course, and have nothing whatever to do with the appearance of the Russian fleet.

Speculating on Admiral Rojestvensky's movements, the *Japan Mail* remarks that it may be reasonably assumed that the Russian Commander will not take his final step—whatever that may be—until Nebogotoff joins him, which means that another week of uncertainty must be anticipated. The *Nichi Nichi Shinbun* thinks that the Russian Admiral will not hesitate to abuse French neutrality if he finds it convenient to do so. Northward of Kamrahn in the Indo-Chinese coast there are numerous excellent anchorages, as Nanning, Binked Honko and so forth, at each of which Rojestvensky might put in for one or two days, waiting till French "policemen" came to warn him off. Thus it would be very possible to pass to days or a fortnight without any inconvenience. From Kamrahn Bay to Taushima Strait the distance is 1,700 miles, which could be easily accomplished in 70 hours. From Kamrahn to Tuguru the distance is 2,700 miles, and from Kamrahn to Soya is 3,300 miles. Thus, supposing that the squadron lingers in the neighbourhood of Kamrahn, as it seems to be now doing, until Nebogotoff's ships join it, it will have thereafter a 7 days' voyage to reach the Taushima Strait, an eleven days' voyage to Tuguru, and 13 days' voyage to Soya. From 2 to 3 days would bring it to the Pescadores.

### CHARGE THAT FAILED.

AND A WARNING.

This morning Inspector Smith placed Clark Taylor, an able seaman of H.M.S. *Glory*, before Mr. G. N. Orme on the charge of assaulting Tan Fong, master of the Po Tai Wo salt fish firm, in Queen's Road, Central, causing him bodily injury, and the loss of a pair of spectacles valued at \$7 and a cigarette-holder valued at \$7.50. The prosecution alleged that last evening Tan Fong was going along Queen's Road, Central, when accused ran up to him, separating himself from two comrades as he ran, and punched Tan in the chest, hauled him out of the ricksha, so that he fell on his hand and hurt his wrist, and then gave him a black eye. In the *multa* complainant lost the articles above-mentioned. Complainant had no witnesses, as the ricksha coolie, when interrogated by the police, stated that he noticed nothing of the occurrence. Complainant in Court swore to the identity of the accused, although had previously stated to the police that the man was not his assailant, but it was one of the other two men, who ran away. Accused, a meek and inoffensive looking youth, asked complainant if he could swear to his identity, and smiled scornfully when complainant said "Yes." Accused said he was entirely innocent of the charge. His Worship said there was no doubt the complainant had been badly assaulted, and lost certain articles, but his identification of the accused was faulty and the evidence was contradictory, and so defendant must be discharged. "But," His Worship added, "the conduct of the defendant in this town was not what it ought to be, and he is warned against a re-appearance before the Court as a defendant."

It is reported that a big Company is being floated in Ceylon with a capital of Rs. 50,000 for the cultivation of rubber. It is expected that in the course of a few years 1,500,000 lbs of Para rubber will be turned out annually by the Company into the market of the world and that, in the meantime, there will be a great demand for labour to bring 10,000 acres into cultivation.

### DAMP HOUSES AND THE REMEDY.

The Municipality of Rangoon is considering the adoption of an amendment to the building bye-laws requiring the application of a damp-proof course to all buildings. Upon this subject *The Engineering* writes:—Rangoon, or at any rate the greater part of it, is, like Calcutta, built on mud, and the sub-soil water is fairly near the surface. These so-called alluvial lands on which they stand, consist of the deposit or sludge of extinct rivers. Such areas are almost invariably unhealthy, partly because of their dampness, but partly also because of the large quantity of organic matter which the soil contains. Foundations of houses in such ground near to, if not actually in, the upper layers of sub-soil moisture offer facilities for the rise of foul water by capillary attraction through the porous material of which walls are composed. Unless this moisture be prevented from rising, the walls of the house above the ground level must invariably be damp and as a rule polluted. It is of little benefit to cover the soil inside the house with concrete to prevent this, as without the damp proof course in the wall itself the water will continue to rise. After all it is a simple rule to enforce and places little or no hardship on the builder.

### THE EARTHQUAKE IN INDIA.

APPALLING DEATH ROLL.  
TALES OF SURVIVORS AT DHARMSALA.

Amritsar, April 9th.—News received from Palampur confirms the destruction of that place as reported in my telegram of the 9th inst., but no details are forthcoming. The Subedar-Major of the 1st Gurkhas, one of the survivors of the Dharmsala disaster, who passed through Amritsar to-day, confirms my first report that over 400 Gurkhas have been killed. A respectable native gentleman from Lahore has been to Kangra to ascertain the fate of his parents who resided there. He has returned to-day with his crippled brother, who had a marvellous escape. The young man was thrown into the fireplace by the shock and was thus saved from being crushed to death, while the other members of his family perished in the ruins. His appearance indicates that his nervous system has been completely shattered. He had a stupid, dazed expression in his eyes and looked a half starved, pitiable object. The native gentleman reports that hundreds of dead bodies are rotting amidst the ruins and that the horrible stench around is unbearable. He gave an account of all he saw to General Kitchener and the Commissioner of Lahore at Shahpur Disinfectants in large quantities have now been ordered to be despatched to Dharmsala and Kangra. He saw scores of helpless men, women and children, with fractured skulls, broken limbs and mangled bodies, crying pitifully for bread and for help, but there was none to give relief. The few survivors, with emaciated bodies and hungry, cadaverous looks, were diligently fishing for food in the debris around; but they found very little fit to eat. To augment the misery of the sufferers, the weather has been very stormy in the Kangra Valley. Since yesterday, there has been severe lightning, accompanied by peals of thunder, and heavy showers of rain have fallen. This will entail more acute suffering on the hapless victims, who are lying by the hundred without shelter in the open air, and the effects of the rain on the thousands of corpses buried in the ruins may well be imagined. Telegraph stores and provisions for the working parties employed in repairing the telegraph line were sent up to Shahpur yesterday. The troops and Government Mule Transport Corps have been despatched to Pathankote by a special train to-day.

### ANOTHER ACCOUNT FROM KANGRA.

Simla, April 9th.—Every building without exception in Kangra and Bhawan is in ruins, including the Sessions House and Mission buildings. The following are dead in Kangra:—Mrs. Waring and two children and nurse; the Rev. Mr. Rowlands; Mrs. Dacubie and another lady supposed to be Miss Tobitts; also the tahsildar and the Naib Tahsildar. The Kangra Treasury has collapsed and the treasure boxes are lying under the debris. Of the Police, only one Deputy Inspector, one Sergeant and one constable are alive but injured. Of the Tahsil establishment, only the office *dawango* and two *chupratis*, of whom one is unharmed, are alive. The total number estimated to be alive is 500. Many people still alive are imprisoned in the ruined houses. A similar state of affairs exists in most other villages.

Amritsar, April 10.—The latest reports from Dharmsala state that out of a population of 3,000 only 300 souls have been saved. A hospital has been opened in Kangra, and coolies, supplies, tools, etc., have been sent up. As excavations are progressing more and more deaths among Europeans are brought to light. The following is the additional list of the latest casualties:—Mr. Gibson, Chechia Tea Estate, one child of Mr. Seale, Mrs. A. S. Walker, sister of Mrs. Newton, and Mrs. Copeland, of the Gopalsp Tea Estate, have all perished, nothing is heard of Mr. Miller, who left Dharmsala for Palampur the day previous to the disaster. An additional police force has been sent to Kangra, and it is feared some more military troops will be required to prevent looting. Train loads of runaways from the scene of the disaster are daily passing through Amritsar. Great credit is due to the Gurkhas, who have done admirable work in extricating the corpses from the debris. Survivors coming from Dharmsala report that no one is allowed to go to Dharmsala, except those on duty.

SOMEWHAT violent earthquake shocks were experienced at Mallock, Doncaster, Scarborough and other places in the Midlands and the North, early on the morning of the 3rd ult.

### FIRE AT ST. JOSEPH'S COLLEGE.

At about five minutes to seven o'clock this morning a fire was discovered in the store-room, on the second floor, of St. Joseph's College, and an alarm was at once turned in to the Central Station. The fire, it appears, broke out among a lot of bamboo matting, and boxes belonging to the boarders of the college. The Fire Brigade, under Captain F. B. Lyons, immediately turned out, but on arriving at the scene of the outbreak, it was found that their services were not required, as the Brothers and some of the elder boys had already extinguished the incipient conflagration. The damage done were not expected to amount to more than about \$200, as only a few boxes, books, and mats were destroyed, besides the walls and ceiling being slightly charred. Just how the fire originated could not be ascertained, but it is surmised either that a boy went to his box with a lighted candle and upset it, or else was smoking and threw down a lighted match amongst the matting.

### KOWLOON SEAMEN'S INSTITUTE.

THE "ALBION'S" SUCCESS.

The chief armorer of H.M.S. *Albion* (Mr. Hawes) arranged the weekly concert which took place in the Seamen's Institute at Kowloon last evening. Most of the items on the programme were given by his shipmates of the British battleship, and that breezy swing, characteristic of the *Seis* of the Sea, marked every item. Where there was so much all-round excellence it is difficult to speak of any contribution in particular although special mention should perhaps be made of those items rendered by Messrs. Clark, Walters and Cox which caught on with the large audience in an especial degree, while Mr. Hawes' rendering of his two songs "The Village Blacksmith," and "The flight of Age," drew forth long continued applause. In spite of the heat and an inch of spare room was to be found in the large hall upstairs, and even the verandah was packed. In addition to the encore accorded Mr. Hawes other contributors who had to respond to recalls were Messrs. Cox, for "The Good Old Song," Clark for the "Story of a Track," Walters and Clark for the duet "Khaki," Clark and Bonner for the duet "China Fleet Brigade," and W. Tiller for the song "Tell me, mother darling." Others who contributed were Messrs. Crellin, Black, Gaynon, Ewing, and Palmer, and the entertainment was brought to a close with that happy old ditty song, "Good-night." We understand that the men of H.M.S. *Albion* will give another concert in about a fortnight's time.

### GREAT BRITAIN'S POSITION AT WEI-HAI-WEI.

The Peking correspondent of the *Nichi Nichi* reports that a telegram has been received by the Chinese Foreign Office from Yang Tsi, Governor of Shantung province, stating that the British at Wei-hai-wei are collecting coolies and materials with a view to building there a pier for merchant vessels. Yang contends that this action is an infringement of China's rights, as Wei-hai-wei is not an open port. Should China raise no objection to this proceeding, the other Powers will quickly follow the same example in other provinces, and there is no doubt that Germany will use this pretext for undertaking similar enterprises at Kiaochoo. The Governor, therefore, requests the Peking authorities to lodge in this connection a protest at once with the British Minister.

### BARON KANEKO ON THE WAR.

Speaking before the Ethical Culture Society at Carnegie Hall, a few weeks since, Baron Kentaro Kaneko said:—"I can stand here before this large audience in the greatest metropolitan of the greatest nation and truthfully say that we have not violated one point in international law. We have supplied 3,500 doctors and nurses to the Red Cross in Japan, and we have cared for the wounds of our enemy as we have for our own. The following moral precepts are read to the men of our army and navy every night and morning. First—To be sincere and loyal and guard against untruthfulness. Second—To respect superiors and keep true to comrades, and guard against lawlessness and insolence. Third—To obey the command of superiors, irrespective of its nature, and never to resist or disregard it. Fourth—To prize bravery and courage and be diligent in the performance of duties, and guard against cowardice and timidity. Fifth—To boast not of brutal courage and neither quarrel with nor insult others, which will invite general hatred. Sixth—To cultivate virtue and practise frugality, and guard against extravagance and effeminacy. Seventh—To prize reputation and honour, and guard against vulgarity and greed."

### SHIPPING AND MAILS.

MAILS DUE.

American (*Darby*) 13th inst.  
French (*Polynésie*) 15th inst.  
American (*Manchuria*) 18th inst.  
Canadian (*Empress of China*) 23rd inst.  
The C. P. R. Co.'s s.s. *Ashmun* arrived at Yokohama on 7th inst., at 8 a.m.  
The P. & O. S. N. Co.'s s.s. *Palmyra* left Singapore for this port on 8th inst., at 2 p.m.  
The C. P. R. Co.'s s.s. *Tartar* left Yokohama on 6th inst., p.m., for Victoria and Vancouver.  
The M. M. Co.'s s.s. *Polynésie* with the next French Mail, left Singapore on 8th inst., at 6 p.m., for this port via Saigon.



## TELEGRAMS.

[Reuter's.]

## The British Naval Manoeuvres.

London, 7th May.

The countermanding of the Naval manoeuvres has evoked much speculation of every description, but it is generally understood that the decision is due to the continuance of the war, and to apprehension that delicate situations might be caused by grand manoeuvres while the Russian and Japanese fleets are at sea; moreover, it would be inconvenient to deplete the China squadron at the present time.

## The Stud.

Later.

M. Bass, the owner of Scythia, has bought the stallion Cyllene, for 30,000 guineas.

## Russia.

The Tsar, addressing 1,150 cadets promoted to officers, at Tsar Koeselo, mentioned that they had been promoted four months earlier than usual owing to the heavy losses of officers in Manchuria.

[N. C. D. News.]

## Hints for Indo-China.

Tokio, 4th May.

In reference to the stay of the Baltic Fleet at Hon Koko the papers write sceptically concerning the sincerity of French neutrality. Moderate remonstrances, they say, are unavailing and they urge more vigorous action. They recall the English occupation of Denmark during the Napoleonic campaign, the sinking of the Caroline and Niagara, and the German ultimatum that they would occupy Belgium in 1875.

Osaka, 4th May.

A Paris telegram states that a counsellor of the Japanese Legation there has inquired of the Foreign Minister whether the French authorities of Indo-China have fully exercised their rights in supervising the coasts of Indo-China, and preventing trade in contraband.

## The Success of Japan Domestic Loan.

Tokio, 4th May.

The fifth Exchequer Bonds have already been subscribed twice over.

## Japan Honours Her Dead.

Tokio, 4th May.

A national festival opened at Tokio yesterday, and will be continued till to-morrow, in memory of over 30,000 men who had fallen in the war up till the end of last January. The Emperor and Empress were indisposed, but H. I. H. Prince Fushimi was present as proxy for his Majesty in the forenoon and Prince Kanin attended on behalf of the Empress.

There is intense enthusiasm; the city is en fête. Families have come up to the metropolis from all parts of the country and the trains have overflowed.

## THE MACKAY TREATY.

Mr. Edward S. Little writes to the N. C. D. News on the 3rd inst. as follows:—

Referring to the telegram to the Foreign Office, I forwarded the same to Peking, through the British Consul here, asking the Minister to be good enough to forward the same to Lord Lansdowne. Late last night I received a reply that the Minister regretted he was unable to be the channel for the forwarding of this message to the British Government, and further informing me that specific complaints from British subjects would receive the attention of himself and His Majesty's Government.

Since British authorities are unwilling to forward a telegram from British merchants, I have this morning dispatched the same direct to Lord Lansdowne. The telegram, which was signed by more than seventy British merchants, is worded as follows:—

"British merchants draw Government's attention to the fact that China ignores Mackay Treaty rendering same ineffective. In most essentials China actively opposes currency, mining, taxation, navigation stipulations. Her Government insist on Treaty being made immediately operative."

The public will probably be interested to know that the same telegram has been forwarded to the China League with the special request that Members of Parliament, who are also members of the League, will urge the question on the Government in the House of Commons.

I understand also that the China Association has wired to its London Committee, requesting them to back up this telegram.

It is also being forwarded to the London Press.

By these means every possible effort is being made to compel Government's attention to this now burning question.

Commenting on the telegram to Lord Lansdowne, the *Shanghai Times* says:—

"It was Kipling who wrote 'The light that failed' but it required a combination of the wits of the East and West in the persons of Sir James Mackay and H. E. Sheng Kung Pao to collaborate in that wonderful work, 'The Treaty that failed.' That wonderful treaty through which China was to be pardoned—for be it remembered that in the year 1902, China was still presumably the supplicant for mercy—for one of the greatest crimes against those laws which alone constitute nations as nations; the crime of attempted violation of the sanctity of the legations. The peace protocol was the actual pardon, but the much belated Mackay Treaty of commerce set it right in its various clauses the conditions of pardon: Here was good common ground to start on. When the task was entrusted to Sir James Mackay, China was a criminal nation in the position of a supplicant for mercy. That mercy was to be accorded on certain conditions. Spendid! Could any treaty commissioner have a greater opportunity than

had Sir James Mackay in the years 1901 and 1902? A treaty was drawn up or was being drawn up seemingly to the satisfaction of the treaty commissioners, but even then there were objections raised by merchants, not only British, but those of other nations, who had great experience of China and things Chinese, in the shape of Chinese officials and the worthlessness of merely 'tossing to the official's word or the official signature. The objections were officially ridiculed because they demanded that before everything was given away on the British side, some precautions should be taken to secure guarantees from China that what China professed readiness to grant, should be granted both in the word and the spirit of the treaty within a reasonable time. That was in 1902. The same ridiculed merchants, three years later, point out that from lack of the guarantees, which they so earnestly desired, not a single one of the treaty stipulations has been carried out. And the nation, which so blindly gave all it was asked for by the supplicant criminal, is ridiculed for its credulity in the home of the criminal. We cannot get away from the fact that no faith can be placed in the word emanating from Chinese officialdom since the dastardly outrage of 1900, known as the 'Siege of the Legations.' That act put China outside the pale of honour. Those of us, who live here and know this, are dependent for the conditions under which we live and trade, upon the unguaranteed clauses in treaties made by men, perhaps experts as to the conditions prevailing elsewhere, but absolutely ignorant of or blind to those prevalent in Chinese life and trade. It is not their fault that they should be so handicapped but, nevertheless, it is our grievous misfortune that the treaties which are supposed to be made for our benefit are made by them, when there are so many capable men with knowledge of local conditions. That these local conditions should exist in a manner inimical to British interests is solely due to the weak and invertebrate policy of the British Government towards China and Chinese affairs. The men on the spot know from actual dealings with Chinese of all classes that guarantees are always necessary even in those little treaties of every day business life. Yet the British Government, situated many thousands miles away and unable to keep the close watch upon matters Chinese like the men on the spot, is prepared to dispense with all those guarantees locally found absolutely necessary. As the Mackay Treaty now stands after nearly three years, without a single clause fulfilled, it ranks as one of the worst blots in the history of British diplomacy. There is not a single one of the clauses of that treaty, the spirit of which is operative to-day, but China has got back all and more than she lost, through her faulty criminal act of 1900. We must remember that by that act in 1900 against the unwritten code of nations for almost all time—the sanctity of the minister—China placed herself in the position of a criminal crying for mercy and placed the nations who made war upon her in the position of victors, dictating terms, not pleading conditions. Every clause therefore of the Mackay Treaty is in spirit a term dictated to China and as such should be insisted upon with the determination of a dictator. That is what should be, but what do we find actually the case? The proud nation which would not bow the knee to any civilized government pleads as supplicant with China to fulfil what are now termed promises in lead of dictated terms. We, on the spot, know that China spurns the supplicant and acknowledges no obligations but that of force. Are we British to be the supplicants to a Government that has so far outraged our feelings as to beguile our legations? Are we to yield another percentage as we have done to the Maritime Customs in lieu of the total abolition of likin to be coolly told by China it is inconvenient for China to fulfil on its side the terms dictated to it? Surely the day has not arrived when Great Britain passes into the ranks of the moribund nations. One might be led to think so from the attitude of the home government towards British interests in China, but there is a faint hope that we are not yet quite decadent. To this faint hope seventy British merchants cling, like the drowning man snatches at a straw; in the hope that through their efforts some shred of British commercial and industrial prestige may be saved from the wreck of the Mackay Treaty. Their efforts should meet with untiring support from all sections of the British trading community both in China and at home. 'Great Britain cannot afford, and must not be permitted to neglect British interests throughout China in the future as she has in the past, and we echo the words of the merchants' telegram 'The British Government must insist on the Treaty being made immediately operative.'"

## SINGAPORE DOCKS.

The preparation for submitting the Tanjong Pagar Dock transference to arbitration are being carried out with a despatch which would imply that both parties are fully alive to the desirability of arriving at a settlement at the earliest possible moment. By the last English Mail arrived Mr. W. E. Moulds, ex-Manager of Tanjong Pagar, who has come out to assist the Company in getting the case ready for presenting to the arbitrators. Several of the higher employees of the Company, especially Mr. J. Stuart and Mr. Rennie, Assistant Secretary, are also working up valuation and statistics. On the Government side Mr. L. M. Woodward is doing similar work. Messrs. Swan and Maclaren have been retained by the Company as expert advisers. Mr. S. Tomlinson, *we (Strait Times)* understand, will act in a similar capacity for the purchasers in the matter of lands and buildings. We hear that Mr. Charles Arthur Cripps, the eminent K.C., is coming out to Singapore in connection with the arbitration proceedings. The names of several local professional men are also mentioned as having been retained to act in one capacity or another in the preparation or presentation of the case on either side.

## SHIPPING INTELLIGENCE.

Captain Deller of the British s.s. *Kumang*, from Calcutta, via Singapore, reports that on May 4th off Anambas Island, he sighted one Italian warship, accompanied by a three-masted transport.

It is not often that three large German liners are alongside the Kowloon wharves at one time. Such was the case to-day when the *Prinz Sigismund*, the *Preussen* and the *Bayern* were lying there.

The Yokosuka Prize Court declared the following steamers to be confiscated on the 28th ult., despite the petitions of Mr. Akiyama, barrister of Yokohama:—The British steamer *M. S. Dollar*, the Austrian steamers *Duma* and *Stima*; and the British steamer *Wyfield*.

Vessels arriving from the North report foggy weather continuously from Japan to the outside of the harbour, and consequently nothing was seen on the way down. Neither the German mail s.s. *Preussen* nor the R. I. M. S. *Dufferin* had anything but "fog" to report.

A Tokio wire of the 3rd inst., to the *Shanghai Mercury*, says:—In the Gulf of Echili and Liaoning there are many mechanical mines floating and the season of dense fog having begun the navigation there has become very dangerous, not only at night but even in daytime. Therefore the Japanese Government has issued an order to suspend navigation to Yinkow (Newchwang) from Japan temporarily.

## THE FLOATING MINE DANGER.

Official explanation and denials notwithstanding there still appear to be a good many genuine floating mines in the northern seas. The destruction of two was reported yesterday, says the *N. C. D. News* of 4th inst.

The C. M. S. *Yushun* (Captain Pratt) reports that on the 2nd inst., a mine was sighted in Lat. 35° 45' N., Long. 122° 36' E. It was probably the mine seen by the C. N. S. *Farling* on the 25th of April, having drifted the distance of thirteen miles southward during the intervening week. The *Yushun* circled round the mine at a distance of 200 yards, and shots were fired at it. Several hit the body of the mine, but it refused to explode. The captain then closed in to about 100 yards distance. The first shot at the reduced range hit the body of the mine; the second hit the centre spike, causing it to explode instantly, throwing a volume of water and smoke 150 feet in the air. There is no danger to a ship from an explosion at this distance, and if those on board are protected from falling pieces by sufficient overhead cover it is quite safe to approach to that extent.

The C. M. S. *Hsuhchi* (Capt. Whitelaw), from Tientsin, reports that at 11 a.m. on the 1st inst., a floating mine was sighted ahead in Lat. 33° 45' N., Long. 122° 35' E. The engines were stopped, but after an hour's sharp firing with Winchester rifles, the captain and officers had failed to explode the mine. As it lay in the direct course of shipping between Shanghai and the N. E. Promontory, the captain thought it advisable, if possible, to tow the mine to Woosung and hand it over to one of the men-of-war to explode. A boat was lowered in charge of the chief officer, Mr. P. A. Miller. Mr. Ralph McCord, one of the passengers, volunteered to accompany the chief officer, in order to get some snapshots. On arriving at close quarters it was seen that the mine was spiked and bottom up. A rope was made fast by Mr. Miller to a chain attached to the mine, and this was taken back to the steamer, where a wire rope was also secured to it. Capt. Whitelaw proceeded at first slow ahead, but afterwards at full speed. After the mine had been towed for about two hours it suddenly exploded with a terrific report.

## B. I. S. N. CO.'S TURBINE STEAMERS.

The *Lanka*, *Linga*, and *Laguna* class of turbine steamers which the British India Steam Navigation Company is now putting into service brings Indian coasting mail services well up to date. The somewhat cramped dimensions of this new class of ship is said to be dictated in part by the configuration of a certain berth in the Bombay Docks. The owners are to be thoroughly congratulated on their enterprise in this departure. They are likely, we fear, to find their new ships heavy on the coals; if not, regular fire-eaters. As far as we can learn they do 16 knots quite comfortably and can do, or at least upon trials trips have done, 18 at a pinch. They have very prettily modelled hulls, and indeed are quite a credit to all concerned, and their motion in a moderate sea-way is said to be very notably easier than that of 12-knot vessels of their size with either single or twin screws. Flow long—in locomotive parlance—they will keep out of the shops is a point of much interest at present on the knees of the gods. It is clear they can't well strain themselves by racing unless they first turn bottom-up—*Indian Express*.

## NEGLIGENT NAVIGATION.

Before the Hon. Captain L. A. W. Barnes-Lawrence, R.N., Harbour Master, an inquiry was held this morning at the Harbour Office into the circumstances connected with the charge of negligent navigation preferred by Captain R. N. O'Mannancy, commander of H.M.S. *Andromeda*, against the master of the steam launch *Grichen*. Kwok Fat, certificate No. 970, in the waters of this Colony, on the 4th inst.—Mr. L. West, midshipman, stated that on the 4th inst., at about noon, he was in charge of the ship's picket boat steaming towards Murphy Pier, when he observed the steam launch *Grichen* on his port bow, near the Naval Yard extension, steaming across the course of the picket boat, on a course parallel to the shore. When about 100 yards from the picket boat the *Grichen* sounded two blasts on her whistle, as if she was altering her course to port, but she did not do so. She continued on her course full speed, and had it not been that witness eased the speed of the picket boat and ported his helm there would have been a collision.

As it was the boats passed within a few feet of one another—Kwok Fat, master of the *Grichen*, said he did not see the picket boat until it was close to her, and demonstrated the position of the two boats with models, showing that the vessel was clearly on his starboard bow, and that he did not give way as he should have done, by the rule of the road.—His certificate was suspended for six weeks.

## RUSSIAN WARSHIPS AT CHEFOO.

## CHINESE NEUTRALITY.

Chefoo, 27th April. As I wired you to-day, the *Stalot* has been removed to within the reclamation mole here, towed by a steam launch of the Maritime Customs at about 3 o'clock of the 26th April. She is one of the four Russian torpedo boat destroyers which came into the port of Chefoo at the time of the capitulation of Port Arthur and was, afterwards dismantled and put under the strict guard of the Chinese authorities. She was, when she came in here, the flagship of the Commodore of the Russian destroyer flotilla, Chinese naval bluejackets nailed three big logs on both sides of the destroyer and tied her up. The three others are, it is understood, to be removed to the new mooring gradually. I have made special inquiry at the Chinese authorities here in the matter, and was told that the old mooring of the destroyers, namely the Bluff (Chefoo Island), is a good anchorage for protection against the north wind but it is not well protected against the south wind of the summer season and that the Chinese authorities had simply made the destroyer change her moorings to a safer anchorage. From the explanation there seems to be no deep meaning in it. However, as I wired you as soon as the news of the approach of the Baltic Fleet towards the China coast was received Mr. Mizuno, Japanese Consul here, told the Chinese authorities on the 12th April that he knew perfectly well that the Russian destroyers could never leave Chefoo, but in case Russian warships at Shanghai should leave there at the approach of the Baltic Fleet Japan might take steps to protect her own interests. The Acting Tao-tai here wired to the Customs Tao-tai Ho who was on his tour, and Viceroy Yuan, on the matter and therefore Tao-tai Ho suddenly returned to Chefoo to effect the removal of the mooring of the Russian destroyers with the explanation above given. This removal will avoid any complication in the matter.

It is really due to the ever energetic and far-sighted action of Tao-tai Ho that this step to avoid any diplomatic troubles in future has been taken. And he is indeed worthy of being in such a responsible position.

It is reported here that the Chinese cruiser *Huishing* which has been here for a long time is leaving for Shanghai to strengthen the watch on the Russian warships in Shanghai.—*Shanghai Mercury*.

## WATER RETURN.

Level and Storage of Water in Reservoirs on the 1st May.

	1904	1905
Tytan...	50' 6" below	34' 8" below
Byewash...	overflow	overflow
Pokfulam...	2' 8" below	13' 7" below
Wong-nai...	4' 9" below	45' 7" below
cheong...	overflow	overflow
STORAGE GALLONS.		
Tytan...	5,800,000	154,280,000
Byewash...	1,300,000	36,727,000
Pokfulam...	581,000	
Wong-nai...		
Total...	5,681,000	191,007,000

Consumption of Water in the City of Victoria and Hill District during the month of April.

	1904	1905
Consumption...	759'2,000	124,422,000 gallons
Estimated population...	223,300	228,100
Consumption per head per day...	26'9	18'2 gallons.

Intermittent supply during the whole month of April, 1905.

Constant supply during the whole month of April, 1905.

Consumption of Water in Kowloon Peninsula during the month of April.

	1904	1905
Consumption...	12,049,000	14,335,000 gallons
Estimated population...	67,350	73,050
Consumption per head per day...	6'0	6'5 gallons

The Government Analyst reports that the water is of excellent quality.

W. CHATHAM, Water Authority.

## THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 8th at 11.55 a. The barometer has risen over E. Japan, and fallen in N. China. Pressure is highest over SE. Japan. It appears to be low over Manchuria. Gradients continue slight over S. China and light variable winds indicated in the Formosa Channel and light and SE. winds over the part of the China Sea. Forecast:—Variable winds, light, fine.

## To-day's Advertisements.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS. FOR SHANGHAI, KOBE AND YOKOHAMA. THE Company's Steamship "POLYNESIAN" will be despatched for the above Ports on or about MONDAY, the 15th inst. For Freight or Passage, apply to G. DE CHAMPEAUX, Agent. Hongkong, 9th May, 1905.

## To-day's Advertisements.

## NOTICE.

WE have this day WITHDRAWN our POWER OF ATTORNEY in favour of Mr. ERNEST J. MOSS, the late Manager of our Foochow Branch, who is no longer in the employ of our Firm.

DODWELL & CO., LIMITED. Hongkong, 8th May, 1905. [552]

## PUBLIC AUCTION.

THE Undersigned have received instructions from the Official Receiver, to sell by PUBLIC AUCTION, ON THURSDAY, the 11th May, 1905, at Noon, at Causeway Bay, THE Steam Launch.

"COMPETITOR," formerly known as "COURIER."

PARTICULARS: Length between Perpendiculars ... 53 ft. 8 in. Breadth Extreme ... 11 ft. 11 in. Depth ... 5 ft. 3 in. Gross Tonnage ... 23 tons. Net Tonnage ... 10 tons. Working Pressure ... 100 lbs. Boiler—teel 4 ft. 6 in. Diameter 6 ft. 5 in. long. Engine—Compound, Non-Condensing. Cylinders—H.P. 7 1/2, L.P. 14, stroke 9". A Steam Launch will leave BLAKE PIAR at 11.30 A.M. to convey intending purchasers. TERMS:—As usual.

HUGHES & HUGHES, Government Auctioneers. Hongkong, 9th May, 1905. [553]

THE DAIRY FARM CO., LIMITED. FINEST AUSTRALIAN TABLE BUTTER.....70 Cts. per lb. SECOND QUALITY TABLE BUTTER.....60 " " CANADIAN STILTON CHEESE.....50 " " FROZEN QUAIL.....20 Cts. Each. FROZEN SHEEP TONGUE.....20 " " FROZEN SHEEP KIDNEY.....5 " " FINE AUSTRALIAN HAM.....60 " " FINE AUSTRALIAN BACON.....55 " " PRIME YORKSHIRE HAM.....70 " "

HONGKONG, 9th May, 1905. [45]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED. FOR SYDNEY AND MELBOURNE, (Calling at Timor, Port Darwin and Queensland Ports, and taking through cargo to Adelaide, New Zealand, Tasmania, &c.) THE Steamship "EASTERN," Captain Ellis, will be despatched for the above Ports, on SATURDAY, the 10th June, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage. This Steamer is installed throughout with the Electric Light. A duly qualified Surgeon and Stewardess are carried. N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms. For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, 9th May, 1905. [550]

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE. NOTICE TO CONSIGNEES. THE Steamship "PRINZ SIGISMUND" having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained. Optional Cargo will be forwarded unless notice to the contrary be given before 9 A.M. TOMORROW MORNING. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th instant, will be subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 16th instant, at 9.30 A.M. All Claims must reach us before the 22nd instant, or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD. MEECHERS & Co., Agents. Hongkong, 8th May, 1905. [13]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED. FROM CALCUTTA, PENANG AND SINGAPORE. THE Company's Steamship "KUMSANG" having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge or remaining on board after 4 P.M. the 11th instant, will be landed at Consignees' risk and expense into Godowns at East Point. No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers. Hongkong, 9th May, 1905. [551]

## Intimations. ROBINSON PIANO COMPANY, LD.

With 17 years' experience of the Hongkong climate

## MANUFACTURE IRON FRAMED PIANOS

\$375, \$420, \$495

BEST MAKE OF IMPORTED PIANOS AT HOME PRICES.

APOLLO PIANOLAS \$325, \$405, \$585.

PIANOS FOR HIRE ON OR Credit Payments.

TALKING MACHINES AND RECORDS.

PIANO TUNERS. Only Experienced Men Employed.

PIANO REPAIRS. Estimates Free.

MUSIC OF EVERY DESCRIPTION.

PARCELS ON APPROVAL.

Banjos, Mandolines, Guitars Strings.

Hongkong, 27th April, 1905. [521]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to BOOK CARGO AND ISSUE BILLS OF LADING to SPATLE, WASH, VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY FROM SEATTLE, as hitherto, by the Steamers of the NORTHERN PACIFIC S.S. Co., BOSTON STEAMSHIP and TOWBOAT Co., OCEAN S.S. Co. and CHINA MUTUAL S.S. Co.

For further Particulars, apply at the Company's Local Branch Office in PRINCE'S BUILDINGS, First Floor, Chater Road. A. S. MIHARA, Manager. Hongkong, 27th March, 1905. [68]

## THE POPULAR SCOTCH IS "BLACK &amp; WHITE"

JAMES BUCHANAN & CO. SCOTCH WHISKY DISTILLERS. By Appointment to H. M. THE KING and H. R. H. THE PRINCE OF WALES.

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from the principal Whisky.

[13]



# Shipping—Steamers.

## OCEAN STEAMSHIP CO., LD.

### AND

## CHINA MUTUAL STEAM NAV. CO., LD.

### JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"NINGCHOW"	10th May.
GLASGOW and LIVERPOOL	"HECTOR"	22nd May.
GLASGOW and LIVERPOOL	"HYSON"	30th May.
GLASGOW and LIVERPOOL	"PRIAM"	31st May.
GLASGOW and LIVERPOOL	"GLAUCUS"	5th June.
GLASGOW and LIVERPOOL	"FOXTON HALL"	10th June.
GLASGOW and LIVERPOOL	"YANGTSE"	18th June.
GLASGOW and LIVERPOOL	"PROMETHEUS"	18th June.
GLASGOW and LIVERPOOL	"AJAX"	25th June.

FOR	STEAMERS	TO SAIL
* GENOA, MARSEILLES & L'POOL	"LAERTES"	20th May.
AMSTERDAM, LONDON & ANTWERP	"DARDANUS"	23rd May.
AMSTERDAM, LONDON & ANTWERP	"CALCHAS"	6th June.
* GENOA, MARSEILLES & L'POOL	"DEUCALION"	20th June.
AMSTERDAM, LONDON & ANTWERP	"KINTUCK"	20th June.
LONDON, AMSTERDAM & ANTWERP	"HYSON"	4th July.
LONDON, AMSTERDAM & ANTWERP	"GLAUCUS"	18th July.
* GENOA, MARSEILLES & L'POOL	"PRIAM"	20th July.

### TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"NINGCHOW"	13th May.
	"YANGTSE"	21st June.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 9th May, 1905.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"YONGHONG"	10th May.
MANILA	"TAMING"	10th "
CEBU and ILOILO	"SUNGKIANG"	11th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	13th "
TSINGTAO, CHEFOO and TIENTSIN	"CHILI"	16th "

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is aboard.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENTS.)

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 8th May, 1905.



## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

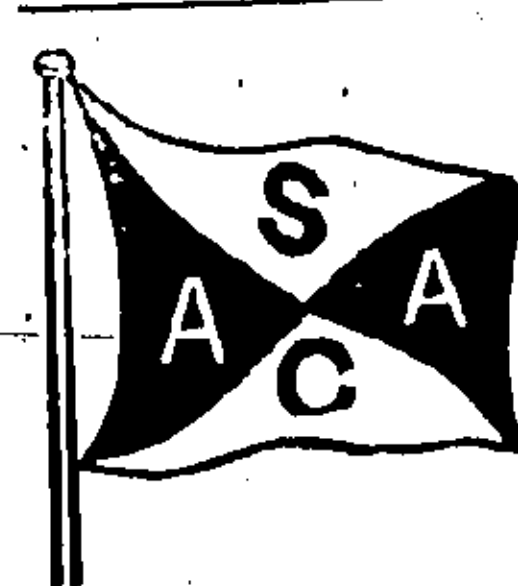
## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 13th May, at Noon.
RUBI	2540	A. H. Notley	"	SATURDAY, 20th May, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 6th May, 1905.



## HONGKONG—NEW YORK.

## AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.  
(With Liberty to Call at the Malabar Coast).

Steamship	Tons	Captain	For	Sailing Dates
"ATHOLL"	4483	Bahle	NEW YORK	18th May, at 4 P.M.
"NORDPOL"	5198	Schmidt	"	15th June.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, 6th May, 1905.

## PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

### PORTLAND, OREGON,

OPERATING IN CONNECTION WITH  
THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARABIA"	4483	Bahle	May 16th, 1905.
"ARAGONIA"	5198	Schmidt	May 30th, "
"NICOMEDIA"	4370	Wagner	June 26th, "
"NUMANTIA"	4370	Brehmer	July 20th, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

AT-LAN CAMERON, General Agent.

## Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

### AUSTRALIAN LINE.

### REDUCTION IN PASSAGE RATES.

From 1st January, 1904.

### ALSO REDUCED FARES TO MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

### BUTTERFIELD & SWIRE,

Agents.

Hongkong, 1st February, 1904.

### STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons

Captain

"KWONG CHOW" 1,309 J. P. MARTIN.

"KWONG TUNG" 1,358 H. W. WALKER.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey...\$4

Meals...\$1 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and

YUEN ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 10th January, 1905.

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI	HANGSANG	WEDNESDAY, 10th May, 4 P.M.
MANILA	YUENSANG	FRIDAY, 12th May, 4 P.M.
SANDAKAN	MAUSANG	SATURDAY, 13th May, Noon.
SGAPORE, PENANG & CALCUTTA	KUNSANG	TUESDAY, 16th May, 3 P.M.
TIENTSIN	WOSANG	THURSDAY, 18th May, 3 P.M.

\* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.  
General Managers.

[66]

### TRIPS TO CANTON AND MACAO.

THE Yuk On Company's Splendid Steamer

"YING KING,"  
1,088 tons, Registered.

Captain E. I. Page, will leave Hongkong for Canton every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9.30 P.M., returning to Hongkong every TUESDAY, THURSDAY and SATURDAY, about 5 P.M. On SUNDAYS she makes an EXCURSION TRIP TO MACAO, leaving Hongkong at 8.30 A.M., and returning from Macao about 7.30 P.M.

The "YING KING" is especially fitted for these runs, is the newest, fastest and most luxuriously furnished steamer on the line and is lighted throughout with Electricity, also hot and cold water is supplied.

FARES:  
First Class single journey to Canton \$3.00  
Second " " " " " " 1.50  
First " " " " " " 2.00  
" " " " " " 3.00  
" " " " " " 5.00

Breakfast, Tiffin or Dinner \$1 each only. Wine and Spirit of the best brand are used.

The wharf in Hongkong is at the West end of Wing Lok Street.

The wharf in Macao is the same as the S.S. *Perseverance*.

For further information, apply to the Office of YUK ON S.S. CO., LD., No. 216, Wing Lok Street, Hongkong, or to Messrs. WENDT & Co., Canton Agents. S. A. NORONHA, Macao Agent.

Hongkong, 1st May, 1905.

### NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies).

### STEAM FOR

BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

ALSO

VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA).

### THE Steamship

"ISCHIA,"

Capt. Cogolito, will be despatched for the above Ports, on SATURDAY, the 15th instant, at Noon.

At BOMBAY, the Steamer is discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,  
Agents.

Hongkong, 6th May, 1905.

## Shipping—Steamers.

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

### CHEAP EXCURSIONS TO MACAO!

THE Steamship

"HONAM,"

2,563 tons,

Captain H. D. Jones, will make a special trip EVERY SUNDAY TO MACAO AND BACK.

Hour of Departure:

From Hongkong 9 A.M.,

Arriving at Macao about Noon.

From Macao 7 P.M.,

Arriving at Hongkong about 10 P.M.

FARES:

First Class, Single \$1.00. Return \$2.00

Second Class, Single \$1.00. Return \$2.00

Children under 12 half-price.

Tickets may be obtained at the Office of the Company, 18, Bank Buildings, Queen's Road Central (opposite the Hongkong Hotel), or on board the Steamer.

No CHITS will be accepted, and Servants' Passages must be paid for.

T. ARNOLD,  
Secretary.

Hongkong, 2nd May, 1905.

### REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL,

(With Liberty to Call at Malabar Coast).

### PROPOSED SAILINGS FROM HONGKONG

1905.

"SAGAMI" 31st May, 1905.

"ERROLL" 6th June, "

"HINDUSTAN" 24th June, "

For Freight and further information, apply to

DODWELL & Co., LIMITED,  
Agents.

Hongkong, 9th May, 1905.

## Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENMOHR,"

FROM LONDON AND ANTWERP VIA STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 10th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 17th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 3rd May, 1905.

### NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer,

"MALTA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex S.S. *India*.

From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 1 P.M. TO-DAY.

Goods not cleared by the 10th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns.

L. S. LEWIS,  
Acting Superintendent.

Hongkong, 4th May, 1905.

### FROM HAMBURG, PENANG AND SINGAPORE.

THE H. A. L. Steamship

"C. FERD. LAEISZ,"

Captain von Hoff, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 10th May will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 10th May at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,  
Hongkong Office.

Hongkong, 3rd May, 1905.

### "BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENALDER,"

Captain McIntosh, will be despatched as above on or about the 15th May, 1905.

For Freight, apply to

GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 17th April, 1905.

### Consignees.

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"ZAIDA,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 12 o'clock Noon, SATURDAY, the 6th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,  
Agents.

Hongkong, 5th May, 1905.

## Intimation.

### THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,

HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China. Also widely circulated in Japan, Ceylon, China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail.



## CHINA COAST METEOROLOGICAL REGISTER.

Each of the three centenaries is in its way a triumph in the cause of freedom. Cervantes relieved mankind from the bonds of a still stupid system of chivalry. Schiller promoted the cause of freedom on the continent, and Nelson secured the same blessing for all the oceans of all the world.

Mrs. Seymour, Messrs. W. J. Carroll, E. C. Car-  
reca, Charles Gaele, A. Ed. C. Jones, H. L. Eas-  
rett, Mr. and Mrs. C. S. Oliver, Mrs. R. M. Mc-  
Loper, Misses Clemencia Lopez, Amelia Bar-  
retto, Judge Linebarger, Mr. J. F. Quirk, Cap-  
t. Rittenhouse, Judge and Mrs. A. E. McCabbe,  
Messrs. R. J. Eguaras, A. Krynen, Mr. and Mrs.  
Mrs. Burns, Mr. and Mrs. Burns, Mr. and  
Mrs. Noronha and child, Messrs. T. Shibata,  
Jas. Moore, Edgar T. Lossiter, J. Mathson, J.  
Sovaki, J. Nolve, 2 Filipinos, and 45 Chinese.

Shanghai—Per *Dangsang*, 10th May, 3 P.M.  
 Manila—Per *Taming*, 10th May, 3 P.M.  
 Ningpo and Shanghai—Per *Yochow*, 10th  
 May, 3 P.M.  
 Shanghai—Per *Lyceum*, 10th May, 4 P.M.  
 Holmow and Haiphong—Per *Carl Diderich*  
*sen*, 10th May, 5 P.M.  
 Haiphong—Per *Hanoi*, 11th May, 9 A.M.  
 Swatow, Amoy and Tamsui—Per *Halmun*,  
 11th May, 9 A.M.

Woodcock ... ..	river gunboat ... ..
Woodlark ... ..	river gunboat ... ..

\* Flag of Admiral Sir Gerard U. Noel,  
† Flag of Rear-Admiral the Hon. A. G.

...	150	2	550	Lieut.-Comm
...	150	3	550	Lieut.-Comm
Commander-in-Chief.				
Curzon House, C.R., C.M.G.				

Anderson Jno. F. Knox ...	Yangtze
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**HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.**

NAME.	CLASS.	TONS.	GUNS.	I.H.P.	CAPTAIN.	LAST REPORTED AT
Alacrity	despatch-vessel, 1st class	1,700	4	3,000	Commander Harbor	Hongkong
Albion †	battleship, 1st class	12,950	10	13,500	Captain Sydney R. Fremantle	Hongkong
Andromeda	cruiser, 1st class	11,000	16	16,500	Captain R. Nelson Commanney	Hongkong
James	cruiser, 2nd class	4,365	10	7,000	Captain Lionel G. Tufnell	Yangtze
Boaventura	cruiser, 2nd class	4,360	10	7,000	Captain H. H. Torlesse	Hongkong
Centurion	battleship, 1st class	10,500	14	13,000	Captain Fegan	Hongkong
Cherub	water tank and tug	390	—	300	—	en route to Singapore
Diadem	cruiser, 1st class	11,000	16	16,500	Captain H. W. Savory	Hongkong
Fame	torpedo boat destroyer	306	6	5,700	Lieut.-Commander Stevenson	Hongkong
Glory	battleship, 1st class	12,950	16	13,500	Captain Hon. Spoford	Hongkong
Handy	torpedo boat destroyer	275	6	4,000	Reserve	Hongkong
Hart	torpedo boat destroyer	275	6	4,000	Lieut.-Commander Richards	Hongkong
Hecla	special service torpedo-vessel	6,400	—	21,000	Captain E. F. B. Charlton	en route from Singapore
Hogue	cruiser, 1st class	10,000	14	21,000	Captain Shortland	Hongkong
Humber	cruiser, 2nd class	1,640	—	800	Lieut. P. M. Riddere	Hongkong
Iphigenia	cruiser, 2nd class	3,600	8	7,000	Captain William B. Fawcner	Singapore
Kans	torpedo boat destroyer	280	6	5,900	Reserve	Hongkong
Kinsha	river gunboat	85	4	1,200	Lieut.-Commander E. V. F. R. Dagmore	Yangtze
Moorehen	river gunboat	180	2	800	Lieut.-Commander F. B. Noble	West River
Ocean	battleship, 1st class	12,950	16	13,500	Captain T. G. Grest	Hongkong
Otter	torpedo boat destroyer	350	6	6,300	Reserve	Hongkong
Rambler	surveying-vessel	835	6	650	Commander C. E. B. B. B. B.	Surveying
Robin	river gunboat	85	2	240	Lieut.-Commander Robert E. Vaughan	West River
Sandpiper	river gunboat	85	2	240	Lieut.-Commander H. T. Atlay	Hongkong
Sirius	cruiser, 2nd class	3,600	8	7,000	Captain C. H. H. Moore	Shanghai
Snipe	river gunboat	85	2	240	Lieut.-Commander Davidson	Yangtze
Taku	torpedo boat destroyer	250	6	6,500	Reserve	Hongkong
Sutlej	cruiser, 1st class	12,000	14	21,000	Captain W. L. Grant	Singapore
Tamar	receiving ship	4,650	6	—	Commodore Dickens	Hongkong
Teal	river gunboat	180	2	800	Lieut.-Commander E. Secretan	Yangtze
Thetis	cruiser, 2nd class	3,400	8	9,000	Captain J. A. C. Wilkinson	Singapore
Vengeance	battleship, 1st class	12,950	16	13,500	Rear-Admiral C. H. Adair	Singapore
Virago	torpedo boat destroyer	355	6	6,500	Lieut.-Commander Gregory	Hongkong
Waterwitch	surveying ship	620	4	450	Commander R. W. Cleane	Hongkong
Whiting	torpedo boat destroyer	350	6	5,900	Lieut.-Commander C. E. L. Thomas	Hongkong
Woodcock	river gunboat	150	2	550	Lieut.-Commander Hugh Somerset	Yangtze
Woodlark	river gunboat	150	2	550	Lieut.-Commander Jno. F. Knox	Yangtze

\* Flag of Admiral Sir Gerard U. Noel, Commander-in-Chief.  
† Flag of Rear-Admiral the Hon. A. G. Curzon-Howe, C.B., C.M.G.

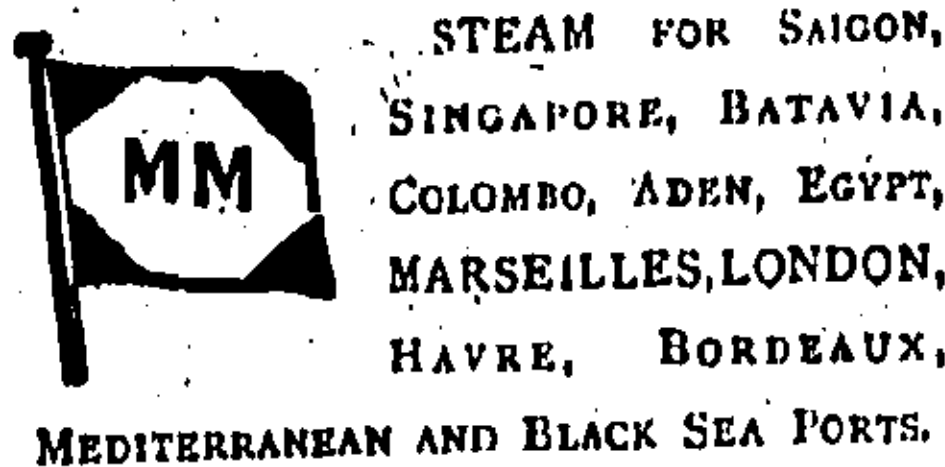
**FRENCH MEN-OF-WAR ON THE CHINA STATION.**

NAME.	FLAG AND DESCRIPTION.	TONS.	GUNS.	H. P.	COMMANDING OFFICERS.	LAST REPORTED AT.
Achéron	armoured gunboat	1,796	10	1,700	Lieut. Ferret	Saigon
Argos	river gunboat	123	—	500	Lieut. Jeannel	Hongkong
Avalanche	river gunboat	140	5	150	—	Halong
Batonnet	river gunboat	—	—	150	—	Saigon
Caronde	river gunboat	—	—	150	Lieut. Hue	Saigon
Casse-tête	river gunboat	140	5	150	—	Saigon
Comète	gunboat	135	4	438	Lieut. Mervillieux du Vignaux	Gulf of Siam
D'Assas	armoured cruiser	4,000	31	9,500	Captain Allaire	Bale d'Along
Décidé	gunboat	645	10	1,000	Lieutenant L'Eost	Halong
Descartes	cruiser	1,085	14	5,500	Commander Amet	Saigon
Francisque	river gunboat	303	—	—	Lieut. Mère	Halong
Fronda	destroyer	303	7	6,300	Lieut. Coton	Halong
Guichen	destroyer	350	—	303	Lieut. Jehenne	Halong
Guydon	protected cruiser	—	—	—	—	Bale d'Along
Heart Rivière	armoured cruiser	9,376	7	20,200	Capt. Ridoux	Halong
Jacquin	river gunboat	200	6	308	Lieut. Corlier	Halong
Jarville	river gunboat	307	—	—	Commander Sagot-Duvaloux	Halong
Karsaint	destroyer	1,250	7	2,300	Commander Simon	Chemulpo & Shanghai
Lynx	cruiser	—	—	—	Armbruster	Saigon
Montcalm	sub-marine	9,700	12	19,500	Capt. Durval	Bale d'Along
Mousquet	armoured cruiser	307	7	6,300	Lieut. Prat	Saigon
Olype	destroyer	—	—	—	Lieut. Grellier	Chongking
Pelito	river gunboat	—	—	—	Lieut. Lavissière	Tongku
Pilotet	gunboat	—	—	—	Lieut. de Reinch-Werth	Saigon
Protée	destroyer	307	7	6,300	Lieut. Glorieux	Saigon
Redoutable	sub-marine	—	—	—	Commander G. P. M. Poldos	Saigon
Sabre	battleship, reserve	9,437	8	6,071	Lieut. Lebal	Halong
Sizy	destroyer	—	—	—	Capt. Dupriest	Bale d'Along
Solly	armoured gunboat	1,796	10	1,700	Capt. Guibereau	Bale d'Along
Surprise	armoured cruiser	10,014	38	20,000	Lieut. Roque	Bale d'Along
Taklang	gunboat	620	3	500	—	Upper Yangtze
Takou	river gunboat	—	—	—	Capt. Terquem	Saigon
Takou	river gunboat	250	6	4,500	—	Saigon
Vanban	destroyer	6,150	23	—	Lieut. Brignon	Canton
Vigilante	battleship, reserve	123	7	500	—	—

\* Flagship of Vice-Admiral Bayle, Commander-in-Chief.  
† Flagship of Rear-Admiral de Pauque de Jonquière, Second-in-Command.



# **Mails.** **MESSAGERIES MARITIMES** FRENCH MAIL STEAMERS.



## **The S.S. "DUMBEA."**

Captain Boyer, will be despatched for MARSEILLES on TUESDAY, the 16th May, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.  
Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. *ERNEST SIMONS*... 30th May.  
S.S. *POLYNESIE*... 13th June.  
S.S. *CALEDONNIEN*... 27th June.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 2nd May, 1905.



## **THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.**

### **STEAM FOR**

STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.)

### **THE Steamship**

#### **"CHUSAN"**

Captain H. W. Kenrick, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 20th May, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Himalaya*, 6,898 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Persia*, due in London on the 2nd July.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

L. S. LEWIS,  
Acting Superintendent.

Hongkong, 6th May, 1905.

## **NORTHERN PACIFIC LINE.**

### **BOSTON STEAMSHIP COMPANY.**

### **BOSTON TOW-BOAT COMPANY.**

Connecting at Tacoma with

**NORTHERN PACIFIC RAILWAY COMPANY.**

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA,

VIA

**MOJI, KOBE AND YOKOHAMA.**

Steamer. Tons. Captain. Sailing.

*Hyades*... 3,753 Gen. Wright... At May 23

*Platades*... 3,753 F.G. Purinton... June 30

*Shawmut*... 9,606 E. V. Roberts... July 12

*Tremont*... 9,606 T. W. Garlick... Aug. 8

Steamer marked (\*) have no second-class passenger accommodation.

\* Cargo only.

**CHEAP FARES, EXCELLENT ACCOMMODATION,**

**ATTENDANCE AND CUISINE, ELECTRIC**

**LIGHT, DOCTOR AND STEWARDESS.**

The two-screw s.s. *Shawmut* and *Tremont*

are fitted with very superior accommodation

for first and second class passengers. The

large size of these vessels ensures steadiness

at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo

carried in cold storage.

For further Information, apply to

**DODWELL & CO., LIMITED,**

General Agents.

Queen's Buildings,

Hongkong, 9th May, 1905.

**BOO CHEONG,**

**昌 寶**

**STATIONER AND PAPER MERCHANT,**

No. 20, Pottinger Street.

**HAS** always on hand all varieties of

Stationery, Printing and Note Papers,

Copying Presses, also Automatic Cyclostyle

and Stencils Duplicator.

Hongkong, 23rd February, 1905.

## **For Sale.**

**GREEN ISLAND CEMENT COMPANY, LIMITED.**

### **PORTLAND CEMENT.**

\$4.50 per Cask 375 lbs. net ex Factory.  
\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & Co.,  
General Managers.

Hongkong, 7th March, 1905.

### **FOR SALE.**

#### **INCANDESCENT GASOLINE LAMPS**

OF ALL DESCRIPTIONS,  
from the best makers.

#### **INCANDESCENT MANTLES,**

CHIMNEYS,  
GLOBES, SHADES, &c.,

for GASOLINE AND GAS LAMPS

at the most moderate prices.

Lamps fixed up for

buyers free of charge.

Naphtha of the best

kind kept in stock.

**TAI KWONG CO.,**

56, Lyndhurst Terrace.

Hongkong, 2nd May, 1905.

## **TSANG FOO & CO.,**

COAL MERCHANTS AND STEVEDORES,

48, DES VOUX ROAD.

SHIPS Coaled from alongside at the shortest

notice, and with all possible despatch.

Prices Moderate. Telephone No. 320.

Hongkong, 1st October, 1904.

### **To Let.**

#### **TO LET.**

**SIX FIRST-CLASS EUROPEAN**

**HOUSES** in Observatory Road, Tsim

Tsa Tsoi, Kowloon. Each with five spacious

well-ventilated living rooms, two bath rooms,

kitchen, garden, tennis court, servants' quar-

ters, water, gas, electric lights and bells.

Moderate Rental. Possession on or about

1st April, 1905.

Apply to—

**ARRATON V. APCAR & Co.,**

45, Wyndham Street.

Hongkong, 6th January, 1905.

### **TO LET.**

**WITH IMMEDIATE POSSESSION.**

**"FOREST LODGE,"** Caine Road.

Apply to—

**H. N. MODY.**

Hongkong, 4th May, 1905.

### **TO LET.**

**A LARGE BUNGALOW**, with splendid

view of the sea front, No. 2, BAY VIEW,

Kowloon, containing Five Large and Three

Small Rooms, with complete Electrical fittings,

Tennis Court and Garden.

Apply to—

**H. RUTTONJEE,**

Hongkong or Kowloon.

Hongkong, 2nd May, 1905.

### **TO LET.**

**NO. 12, KNUITSFORD TERRACE,**

KOWLOON.

Apply to—

**THE HONGKONG LAND INVEST-**

**MENT & AGENCY CO., LD.**

Hongkong, 4th May, 1905.

### **TO LET.**

**NO. 1, STEWART TERRACE,**

THE PEAK.

Apply to—

**THE HONGKONG LAND INVEST-**

**MENT & AGENCY CO., LD.**

Hongkong, 26th March, 1904.

### **TO LET.**

**A BUILDING** at CAUSEWAY BAY, in

present in occupation of the State

Laundry Co., Ltd.

No. 1, RIPON TERRACE.

FLATS in MORETON TERRACE, facing

Polo Ground.

OFFICES in course of erection, CON-

NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

**THE HONGKONG LAND INVEST-**

**MENT & AGENCY CO., LD.**

Hongkong, 30th March, 1905.

### **Dentistry.**

#### **TBIN TING.**

**LATEST METHODS OF DENTISTRY.**

**STUDIO AT NO. 14, D'AGUIAR STREET.**

**REASONABLE FEES.**

Consultation Free.

Hongkong, 30th July, 1904.

**THE AMERICAN SYSTEM**

**OF**

**DENTISTRY.**

**M. H. CHAUN, D.D.S.,**

**37, DES VOUX ROAD CENTRAL, HONGKONG,**

**From the University of Pennsylvania, U.S.A.**

Hongkong, 4th June, 1904.

## **SHARE QUOTATIONS.**

Supplied by Messrs. BENJAMIN, KELBY & POTTS. Corrected to noon; later alterations given in the "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.							
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$8,000,000 \$250,000	\$1,493,408	Div. of £1.10/- and bonus of £1 @ ex- change 1/11 9/16=\$2.546 for second half-year 1904	\$295 sales (London 280) \$37 buyers
National Bank of China, Limited	99,925	£7	£5	\$200,000	\$41,768	\$2 (London 3/6) for 1903	\$300 buyers
MARINE INSURANCES							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000 81,739	\$150,494	\$17 for 1903	\$37 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$500,000 \$151,902 \$362,366 \$371,445	Nil.	\$4 1/2 for year ended 30.4.1904	\$57 buyers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Interim of 7/6 1904	Tls. 82 ex div.
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,850,000 \$200,000 \$172,749 \$893,110 \$846,773 \$200,000	\$2,078,997	\$35 for 1903	\$700 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$37,704 \$1,000,000	\$486,284	\$12 and \$3 special dividend for 1903	\$160
FIRE INSURANCES.							
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$125,675 \$4,561	\$329,047	\$6 dividend & \$1 bonus for 1903	\$85 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,200,505	\$360,372	\$34 for 1903	\$300
SHIPPING, TUG AND CARGO BOATS.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$5,000 \$185,000	\$8,832	\$1 for 1904	\$21
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$250,000 \$250,000 \$158,444	Nil.	\$2 for year ended 30.6.1904	\$35 sales
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,200,000 \$200,000	\$26,160	\$1 for second half-year 1904	\$27 buyers
Indo-China Steam Navigation Company, Limited	100,000	£10	£10	Tls. 25,000	Tls. 43,764	10/- for 1903 @ 1/10 5/16=\$5.378	\$234 buyers
Shanghai Tug and Lighter Company, Limited	100,000	£1	£1	Tls. 4,000,000	Tls. 88,852	Tls. 2 1/2 final making Tls. 3 1/2 for 1904	Tls. 54 buyers
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$10	\$60,000 \$15,093	\$1,287	Interim of 1/- (Coupon No. 5) for 1904	Tls. 488 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$400,000 \$21,075	\$21,231	\$1.80 & b. 40 cts. for year ending 30.4.04 \$0.90 & b. 20 cts.	\$271 sales \$281 sellers
Straits Steamship Company, Limited	5,000	\$100	\$100	Tls. 120,000 Tls. 270,670	Tls. 6,190	\$10 for 1904	\$125 sales
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 270,670	Tls. 6,190	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1904	Tls. 28 buyers
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$450,000	Dr. \$42,812	Final of \$15 making \$30 for 1904	\$225 sellers
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	Tls. 100,000	Tls. 1,635	\$3 for 1897	\$27 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	Tls. 2 1/2 for year ending 30.9.04	Tls. 60 buyers
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$40,000	Dr. \$67,800	No. 3 of 1/6	Tls. 71
Oriental Consolidated Mining Company, Limited	150,000	G. \$10	G. \$10	none	G \$67,800	50 cents making G. \$1 for 1904	G \$174
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	\$4,873	Dr. \$4,029	No. 12 of 1/4=48 cents	\$4 sellers
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,529,652	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	\$490
Docks, Wharves & Godowns.	6,000	\$25	\$25	\$70,000 \$58,423	\$8,577	\$3.75 for 1904	\$115 buyers
Geo. Fenwick & Co., Limited	40,000	\$50	\$50	\$300,000 \$350,000	\$29,422	Final of \$2 1/2 making \$5 for 1904	\$105 buyers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	50,000	\$50	\$50	\$33,500	\$498,289	\$86 dividend and \$1 bonus for 2nd half- year 1904	\$204 sa. & b.
Hongkong and Whampoa Dock Company, Ltd.	12,000	\$100	\$100	\$60,000	\$489	\$50 div. & \$5 bonus for year end. 30.6/04	\$250 buyers
Howarth Erskine, Limited	6,000	\$60	\$60	\$15,500	\$489	\$1 1/2 for 1903	\$21 sellers
New Amoy Dock Company, Limited	6,000	\$60	\$60	\$15,500	\$489	\$10 div. and \$2 1/2 bonus for 1903	\$355 buyers
Riley Hargreaves & Co., Limited	2,750	\$100	\$100	\$150,000	\$47,936	\$7 dividend	\$174
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	Tls. 5 interim for 1904/5	Tls. 157
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	Tls. 59,880	Tls. 10,711	Final of Tls. 6 making Tls. 10 for 1904	Tls. 187 sales
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$2,100,000	\$206,615	\$20 for 2nd half year making \$26 for 1904	\$305 sellers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 17,500	Tls. 2,762	Tls. 18 for 1904	Tls. 187 buyers
LANDS, HOTELS & BUILDING.							
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	none	\$9,989	\$2 1/2 for year ended 30.6.1904	\$29 sales
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 34,000 Tls. 8,000	Tls. 805	Final of Tls. 5 making Tls. 9	Tls. 745 sales
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$10,000	\$3,554	\$5 for second half-year making \$10 for 1904	\$143 sales
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$250,000	\$37,875	Final of \$6 making \$12 for 1904	\$127 sales
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,986	Tls. 680	Tls. 0.87 1/2 for the year ending 31.3.1904	Tls. 22 buyers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$200,994 \$50,000	\$11,958	90 cents for 1904	\$13 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$377	\$3 for 1904	\$304 buyers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 828,813 Tls. 170,000	Tls. 40,066	Tls. 3 final and Tls. 2 bonus making Tls. 8 for 1904	Tls. 115 sales
Tientsin Land Investment Company, Limited	1,400	Tls. 50	Tls. 50	none	Tls. 670	Tls. 5 for 1904	Tls. 47 sellers
Wei-hai-wei Land and Building Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 67,300	Tls. 725	Final of Tls. 4 making Tls. 7 for 1904	Tls. 125
West Point Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	Tls. 12 buyers
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Final of \$1.70 making \$3.20 for 1904	Tls. 371 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$23,862	Tls. 4 for year ended 31.10.1903 50 cents for the year ending 31.7.04	\$16 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 50,000 Tls. 35,227	Tls. 13,629	Interim of 5/4 a/c 1898	Tls. 35 buyers
Lao-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 10,000	Interim of 4/4 a/c 1898 on 6,000 shares	Tls. 40 sales
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 8,115	Tls. 22,050	4/4 for 1897	Tls. 180
CIGARS AND TOBACCO COS.							
Alhambra, Limited	300	\$200	\$200	\$779	nil	\$25 for year ending 30.6.1900	\$100 buyers
Philippine Company, Limited	67,500	\$10	\$10	none	nil	First year	\$91 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000	Tls. 1,091	Final of Tls. 6 making Tls. 9	Tls. 68 buyers
MISCELLANEOUS.							
Anglo-German Brewing Company, Limited	4,000	\$100	\$100	none	\$161	Final year	\$175 buyers
Bell's Asbestos Eastern Agency, Limited	8,604	\$10	\$10	\$8,000	\$1,182	6d. per share for 1903	\$54 buyers
Campbell, Moore & Co., Limited	1,200	\$15	\$12	none	nil	\$2 for 1904	\$30
Central Stores, Limited	6,000	\$15	\$12	\$20,000	\$1,502	Final of 60 cents making \$1.80 for 1904	\$21 sellers
Do. (Founders)	123	\$15	\$12	none	nil	None	\$100
Do. (New Issue)	24,000	\$12	\$12	none	Tls. 718	Preferential of 7 per cent for 1904	\$8 sellers
China-Borneo Company, Limited	60,000	Tls. 50	Tls. 50	Tls. 30,000	\$1,739	\$1 for 1904	Tls. 65 sales
China Flour Mill Co., Limited	4,000	\$10	\$10	none	\$1,581	Tls. 5 for 1904	\$88 sales
China Light and Power Company, Limited	30,000	\$10	\$10	\$8,000	\$1,581	None	Tls. 25 sales
China Provident Loan & Mortgage Company, Ltd.	100,000	\$7 1/2	Tls. 50	none	Dr. Tls. 152,318	\$1 1/2 for year ending 31.7.1903	\$63 buyers
Dairy Farm Company, Limited	25,000	\$50	\$50	\$112,500	\$2,706	\$5 div. and \$2 1/2 bonus for 1903	\$203 sales
E. L. Mondon, Limited	75,000	\$50	\$50	\$400,000	\$95,054	\$2 for 1904	\$17
Fraser and Neave, Limited	4,500	\$10	\$10	\$25,000	\$7,551	First year	\$44 buyers
Green Island Cement Company, Limited	100,000	\$20	\$20	\$186,000 \$23,109	\$7,625	Final of \$14 making \$24	\$160 buyers
Do. (New Issue)	50,000	\$20	\$20	\$23,109	\$7,625	£1 div. and 2/- bonus for 1903	\$174 buyers
Hall & Holt, Limited	21,000	£10	£10	none	\$1,747	\$1.00 for year ending 30.4.1904	\$114 buyers
Hongkong & China Gas Company, Limited	7,000	\$10	\$10	none	\$2,795	\$50 cents for year ending 30.11.1904	\$200 buyers
Hongkong Electric Company, Limited	30,000	\$100	\$100	\$50,000	\$11,137	Final of \$13 making \$17 for 1904	\$242
Hongkong High-Level Tramways Company, Ltd.	1,250	\$25	\$25	\$60,000	\$2,795	\$10 for 1904	\$151
Hongkong Ice Company, Limited	5,000	\$50	\$50	\$2,500	\$2,795	Final of 70 cts. and 50 cts. bonus making \$1.20 for the year ended 30.9.04	\$18
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$10	\$10	\$475,000	\$3,400	\$8 for 1903	\$135 buyers
Hongkong Steam Waterboat Company, Limited	15,000	\$100	\$100	none	\$21,582	Interim of \$5	\$131 buyers
Kat Brothers, Limited	10,000	\$100	\$100	Tls. 528,210 Tls. 17,465	Tls. 35,849	1st quarterly of Tls. 7 1/2, paid 15.3.05	Tls. 244 sellers
Lane, Crawford & Co., Limited (Shanghai)	2,500	Gs. 100	Gs. 100	none	none	\$2 for year ended 31.10.1904	\$23
Maatschappij tot Nijl-, Bosch- en Landbouwex- ploitatie in Langkat, Limited	25,000	\$10	\$10	none	\$831	Final of \$5 making \$5 for the year ending 30.6.04	\$54 sales
Maynard and Company, Limited	3,400	\$50	\$50	\$5,000	Dr. \$5,537	None	\$50
S. Moutrie & Company, Limited	4,000	\$50	\$50	Tls. 145,000 Tls. 108,172	Tls. 8,011	Final of Tls. 5 making Tls. 8 1/2 for 1904	Tls. 112 buyers
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	Tls. 50	Tls. 50	Tls. 45,000 Tls. 35,000	Tls. 10,247	Tls. 5 for 1903	Tls. 75 sales
Shanghai Gas Company, Limited	10,000	Tls. 50	Tls. 50	Tls. 140,000 Tls. 140,000	Tls. 6,958	Final of Tls. 8 making Tls. 14 for 1904	Tls. 150 sales
Shanghai Horse Bazaar Company, Limited	5,400	£20	£20	Tls. 20,000	Tls. 7,369	Final of 37/6 making \$37/6 for 1904	Tls. 410
Shanghai Pop and Paper Company, Limited	4,500	\$20	\$20	none	Dr. \$39,020	Final of 37/6 making \$37/6 for 1904	\$80
Shanghai Waterworks Company, Limited	7,200	\$50	\$50	\$20,000	\$3,744	None	\$25
Singapore Dispensary, Limited	600	\$25	\$25	none	\$700	60 cents for year ended 31.5.04	\$7 buyers
South China Morning Post, Limited	6,000	\$5	\$5	none	\$1,413	First year	\$5
Steam Laundry Company, Limited	10,000	\$100	\$100	\$25,000	\$81,813	\$10 for second half year 1903	\$150 sales
Straits Ice Company, Limited	2,000	\$10	\$10	\$750,000 \$50,000	Dr. \$1,205	\$1 div. and 35 cents bonus for half year ended 30.9.1904	\$423 sellers
Straits Trading Company, Limited	150,000	Tls. 100	Tls. 100	none	Tls. 2,211	Tls. 2 for half year	Tls. 100
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	Tls. 15,259	Tls. 2,211	Final of Tls. 4 making Tls. 8 for 1903/4	Tls. 125 sales
Tientsin Waterworks Company, Limited	2,000	\$10	\$10	\$20,000	\$180	90 cents for year ended 31.5.1904	\$91 buyers
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	\$250,000 \$25,000	\$2,883	Interim of 50 cents for 1904	\$131 buyers
Do. (Founders)	100	\$10	\$10	\$1,000	\$68	Interim of 50 cents for year 1903/1904	\$114 buyers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$1,000	\$68	Interim of 50 cents for year 1903/1904	\$114 buyers
William Powell, Limited	12,000	\$10	\$10	\$1,000	\$68	Interim of 50 cents for year 1903/1904	\$114 buyers